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one sids of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash Telegraphic Address : PBESS.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD LONDON OFFICH: 131. FLEET STREET, E.

Hondrone, July 10rm, 1908

WEEK ago the Hon. Mr. MURBA STEWART, who represents the Chamber of Commerce in the Legislative Council of the Colony, incidentally emphasised in a speech that "Hongkong is a wharf" and that its other functions—as a warehouse, mart and distributing centre-are secondary. That this is a correct view of the Colony's position few will be prepared to question. It is strongly emphasised in the answer returned by the Shipping Firms to the Memorandum prepared by H. E. the GOVERNOR in justification of the Government's proposal to temporarily raise the light dues in order to provide the necessary revenue for the construction of an extremely costly Typhoon Harbour of Refuge. While that there is no point which has been more on leaving the Colony. strongly emphasised by the representatives of the Community in the Council than that pushed on with the utmost rapidity, yet it fatal. can certainly be said that they have never contemplated a scheme half as costly as the one just announced. The scheme the Engineer recommands for a hostelialter Mongkel-sui-will ocet-over a-million am a half of dollars, and after reconsidering the matter with a view to bringing the cost of the works within more moderate limits he has worked out a scheme costing \$883,000. He points out, however, that this reduced scheme has many obvious objections, and he declares emphatically that "nothing but a complete breakwater would be of any use.' The Shipping Firms however, declare that published.

there are various objections to the site; that there is no apparent necessity for so large a scheme; and that it is no more accessible than the present refuge. But does the Government propose to do away with the Causeway Bay shelter ? We, have never understood the demand as being for a single shelter at one end of the harbour, but, rather, for one at each end. There is force in the argument as to the inaccessibility of the proposed refuge if it is intended that the boats working in the Eastern and of the harbour will have to run for shelter to Mongkoktsul instead of Causeway Bay. It would be a serious mis. take to contemplate the closing of the present shelter. The reasons the Shipping Firms have urged against the new scheme are, as they point out, all in favour of first improving the Causeway Bay site, and it is satisfactory to observe that since the Shipping Firms called attention to the present disgraceful condition of the place the Government has paid some attention to the complaint and called for tenders for dredging the shelter. When we come calmly reflect on the great typhoon of 1906 we fear the statement must be admitted that "for a typhoon, unsignalled, 1906, no refuge of any size or description or situation would be of any avail" and it it be admitted also that "lighters and large junks can ride at anchor as they have always done, and small craft can be well, accommodated at Causeway Bay in ordinary typhoons," we practically deny that any necessity exists for another or even a larger shelter. It is late in the day to give expression to such views as these, but

The Shipping interests would naturally be expected to protest against being burdened with the cost of a new shelter in the manner proposed by the Government. It is not, however, a selfish protest. The ground on which they make their protest demands the most serious consideration of the Government and the Community generally, for the proposals of the Government strike fatally at the policy to which Hongkong has owed its given by the Westminster Gazette; --development. "The satisfactory development of our prosperity" declared Sir John Bowning when he was Governor of the Colony, " is mainly due to the emancipation of all shipping and trade from fiscal vexationsand exactions." Well may the Government be warned to tread cantiously in the direc-Or course, it is not the Shipping Companies who would in the end bear the burden. A they point out, they can always "eyon up' on rates, so that ultimately all additional taxation is met by consumers.

coming as they do from the representatives

of the British shipping firms in the Colony,

the Government must give them their due

The difference of even half a cent per picul might mean that transhipment of thousands of tons of cargo would be diverted from Hong kong and delivered direct to Manila, Shanghai Canton and elsewhere. The Shipping Companies can view such a transfer of trade with equanimity, because they can deliver and collect cargo in Manila or Shanghai or elsewhere with equal facility, but the Hongkong Government would realise, when parhaps it was too late, that they had driven trade into the hands of a competing port, willing and anxious to secure the

Hongkong will have no reason to fear its rivals so long as the traditional policy of the Government is maintained, but we can not fail to recognise that Hongkong stands in greater peril to-day from any increase in the taxation of shipping than at any previous time in the his ory of the Colony. The Port of Manila, by its freedom from tonnage and light dues and its improved harbour accommodation, has already developed at the expense of Hongkong trade, and unless

the Government heeds the emphatic ad vice of the leading representatives of the shipping interest in the Colony, we may rely on hearing more of the development of Manila and other neighbouring ports, and of the consequent loss of trade to Hongkong.

Mr. R. C. Burgess has joined the Volunteers it is perfectly true, as His Excellency states. and Sepper A. H. Todd is permitted to resign

It is gratifying to note that the plague returns continue low. During the 24 hours the construction of the refuge should be ended yesterday five cases were reported, all three dollars.

> The plague at Saigon has carried off a European victim there. M. Champoudry, a clerk in the Government service. He is the first European to die of plague at that port.

> Mr. W. Goularto, Inspector of Publica in employ of the Singspore Municipality, was shot dead while standing in the veraudab of his house at Kim Seng Place, a lane off Bras Basah Road last week,

A Committee of the Portuguese Chamber of Deputies has recently examined the Treaty of Commerce and Navigation concluded between Portugal and China at Shanghai on November 11, 1904; but beyond this no statement is disposition, but was a man of an exceedingly

A shoot for the Ride Club Handlesp Cap TEEE GRAMS. will be held at King's Park Range on Saturday.

James Thomson, a seaman, was charged at the Magistracy yesterday with deserting from the B.S. "Lord Stanley." He pleaded that he had no intention of deserting but he got drunk and failed to return in time to the ship which cailed on Wednesday night. He was sentenced to fourteen days' imprisonment.

Among the passengers by the s.a. "Marmora" yesterday was Lieut. Francisco Figueirs, his wife and two children. Lieut. Figueira is en route to Macao. He will be remembered as the orderly officer who was driving with the late King Carlos when His Majesty was assassinated, and was afterwards presented by the Queen with the sword which the King wore at the time of his death.

The Second Chamber of the Dulch Parliament has just passed a law to naturalise two prominent Chinese residents at Batavis-a favour seldom granted. Objection arose on the ground that, by Chinese law, Chinamen retain their nationality despite any naturalisation in a foreign land. Mr. Van Kol, a Socialist, raised the point, but without success, that the Dutch Government should previously make inquiries bow the naturalisation given stood in Chinese law. Mr. Van Kol pressed the matter to a

The recapture of Hokow by the Imperialists from the rebels in Yunnan has, says the "Straits Times," been followed by a revival of trade, which had been at a standstill from the moment the revolutionists held that city in force. Goods intended for the province remained at Haiphong, and Chinese carriers. refused to run risks. The Railway Company has taken advantage of this change for the better for opening another station on the fron tier. Traiers at Haiphong lost no time in forwarding their stocks into Yunnan.

The original action, Lenvy Lai-wan and others v. Renter, Brockelmann and Co., resched the eighth day of hearing yesterday when evidence was proceeded with. There is a congestion of work just now at the Supreme Court, and in order to gain time for the hearing of the cases set down His Honour the Chief Justice a nounced that he had arranged with the Puisne Judge to take the Criminal Sessions. On Tuesday or Wednesday next he would be able to-make definite arrangements regarding the hearing of the cases pending.

The stream of Chinese from the Rand to China continues to flow, and 2,359 were repatriated in May. The following figures are

Total number of Chinese imported... 63,453 Largest number on any one date (January 31, 1907) ... ... 53,853

Number on May 31, 1908... ... 21,667 Reduction since January 31, 1907... 32,119 The calculation made some time since was that by the end of the year there would not be more than 20,000 Chinese left, and it looks as if this calculation would certainly he was "

w nere is Dr. Sven-Hedin P A Parts con. emporary, asking this question, says that some unessiness is being felt concerning Dr. Sven. Hedin, the explorer. On October 7 last, he sent message from Gartov in Upper Thibet, and on December 27 he announced in a dispatch which came through Calcutta his intention of making his way through Ladak to the easis of Chotau, whence he would return in the spring either by way of Peking or India. He was then writing to his parents, and informed them that they should hear from him within four months Six months have elapsed without word from the intrepid explorer.

In the Times of the 12th ultimo there is a Hongkong telegram announcing the Canton Vicercy's consent to the payment of an indemnity of \$218,000 for the seizure of the "Tatsumaru." Many old China hands must have rubbed their eyes when they saw the English equivalent of this sum stated as £43,600. Let us hope that somebody has informed the Times that its " Table of Foreign moneys and their English Equivalent" is very much out of date. The Editor of "Whittaker's Almanac"which is generally a very reliable book of quite fifty years since ten Mexican dollars were worth £2 0s. 54d.

An exciting time was experienced in the Praya East Hotel on Wednesday night. The No. 1 bar boy heard a noise upstairs and on going up found four men in the room, having by Mr. Dillon in the House of Commons dropped through the skylight. He dispatched another boy for the proprietor and closed the intruders in the room, where they were detained until the arrival of the police. They were brought before Mr. Kemp at the Magistracy yesterday, to whom they explained their presence in the hotel by the fact that they were in a gambling party on the roof and some one raised the alarm that the police were coming. In their panic to get out of the way they dropped through the skylight into the kitchen of the hotel. His Worship ordered them to pay the damage.

Captain Townsend, of the Nippon Yusen Kaisha, some time ago had to return to England. lying in his bed and died a few hours afterwards. His eldest sov, who had been abroad and had not seen his father for some years, arrived at his home just an hour or so before his father The late Captain Townsend as the Jupan Chronicle remarks, was of a somewhat retiring kindly disposition and of sterling qualities.

["DAILY PRESS" EXCLUSIVE SERVICE.]

NAVAL DISSENSIONS.

LONDON, July 9th.

Replying to a question in the House of Commons Mr. Asquith, the Premier, said he was unaware of the existence of any dissensions in the Navy. If, upon inquiry, they were found to exist, he promised prompt and effective action.

SHIPPING WAR RISKS.

London, July 9th. The committee which has been in-

vestigating the subject has reported shipping.

THE AMERICAN FLEET.

London, July 9th. The American Fleet has left San Francisco for the East.

OBITUARY.

London, July 9th. Baron Archibald Campbell Blyths-

wood is dead, aged 71 years. [Baron Blythswood was M.P. for Renfrewshir 1873-74: for the western division of the same shire from 1885.92. He was a Lieut.-Colonel in the Scots Guards, served in the Orimes and has been Lieut Colonel of the 4th battalion Argyll and Sutherland Highlanders since 1878 He was also A.D.C. to Queen Victoris.]

> [REUTER'S SERVICE.] ROPLANE CONTEST.

London, July 7th. The exceplanists Farman and Blerco competed in Paris for a prize of ten thousand france for the first eroplane flying for a quarter of an hour. Mr. Farman flew for twenty minutes covering eleven miles.

THE NAVAL DISSENSIONS.

LONDON, July 7th.

The naval dissensions are the general are of the newspaners whose comments free description. Some urge the supercession of Admiral Lord imprisonment. Charles Beresford, failing his resignation while others denounce the anti-Beresford intrigue by little navyites.

There are rumours in the Lobby that the Admiralty contemplates a decisive step regarding the strained relations existing between Lord Charles Beresford and the naval authorities.

#### PARAGUAY.

LONDON, July 7t Doctor Naveiro. late Vice-President of the Republic of Paraguay, has been proclaimed President, with practically the powers of a dictator. The causes and details of the revolution are obscure.

PERSIA.

LONDON, July 7th. The Times' Teheran correspondent wires reference—should also be informed that it is that Russia strongly supports the British demand for reparation on account of the disrespect shown to the British Legation, and for which the Shah has already made a substantial apology.

> Sir Edward Grey, replying to a question said that we had protested against th placing of troops around the Legation at Teheran, and he hoped that the matter would be satisfactorily adjusted but it was not yet concluded.

CHOLERA AT CANTON. Our Canton Correspondent writes :-

Cholera broke out in the southern an eastern suburbs of the city a few days ago. and I am informed that it is epreading rapidly having been attacked by a stroke of paralysis. all over the city and many deaths have occurred. Private letters have reached Japan that the Onite a number of soldiers have contracted the attack proved fatal. Captain Townsend pro- disease and succumbed to it. It is said that the ceeded to Europe from Yokohama and met his disease is of an acute na ure and is difficult to wife at Marseilles, travelled to England and cure. The military department are taking at 10 a.m. to-day, 0.00 inches. stayed for a few weeks at Westward Ho. On precantions to cope with the deadly epidemic. his return to his home at Streatham at the A temporary matshed hospital has been erected beginning of May, he had another stroke while for the treatment of the soldiers and special doctors were engaged to attend at the hospital and the barracks. Many of the barracks have been cleansed and disinfected. Prescriptions which have been proved to be effective are being distributed in the streets and published in the newspapers.

THE FLOOD.

The committee of the Flood Fund Bassar beg to acknowledge with thanks the following further gifts and donations :-The Electric Traction Company of Hongkong Limited. 50 Electric fans (loan, electric current

Machado's String Band. From 1.30 p.m. daily perform free of charges.

- Philippino Co. Ltd. 1 large case Cigars (167 boxes) 1 large case Cigarettes (1500 pkts.) Messrs. Weismann Ltd.-100 pkts Chocolates (more if required.)

It alian Convent,-Amortment of needlework, Cros. Basto and Company-Large assortment of miscellaneous articles.

Mr. A. Wiell,-12 flower ornaments. Belilios School for Girls .- Large assortment embroideries, toys, picture books, confectionary etc., to the value of \$260.

Messrs, Lane Crawford & Co.-168 tins bisonits, 72 tine soup, 24 tine salmon, 24 bottles sweets, 50 small mirrors and combs.

The Bazzar is to be open for seven days and nights. There are to be "three admissions daily," viz 2.30 p.m. to 5 p.m.; 7 to 10 p.m., and against a guarantee of war risks to 11 p.m. to 2 a.m. A charge of 50 cents is to be made for admission and an additional 40 cents for the theatre.

> The "Strails Times," commenting on Hongkong's activity in rendering assistance to the sufferers by the flood says :-

Never before has it been known that the unanimity and spontaneity of action have been as general as they are on the present occasion, when patty-differences are sunk in the common cause of alleviating the sufferings and pangs of hunger of several tens of thousands of fellow creatures. Within a few hours the Tung Wa Hospital of Hongkong subscribed \$10,000 and prominent Chinese gentlemen collected and remitted another \$20,000. Allied, as Hongkong is in affinity and commerce with the millions of Hwangtung, if but slightly estranged from the inhabitants of Kwangsi, the response of the Chinese residents in the Colony to the appeal for help was natural, and it is a gracious act on the part of the Government to come forward with further assistance. It will go far towards and may avert a recrudescence of crime in the two Kwang provinces, which usually follows disaster, and affects the commercial interests of Hongkong.

The "Straits Echo" says that a sum of \$5,000 has been wired to Hongkong for the Canton Flood Relief Fund by the Cantonese Merchants at Penang, and that a further sum of \$10,000 and a diplomatist, but he has here a has been contributed by Mr. Leung Fee for the difficult, if not an impossible task. He has to same purpose.

MARINE MAGISTRATE'S COURT. Thursday, July 9th.

BEFORE HON. COMMANDER BASIL R. I TATLOB, R.N. (MARINE MAGISTRATE).

UNLICENSED CARGO BOAT. For using her sampan as a cargo boat without pay a fine of \$5, the alternative being 14 days

TROUBLE ABOUT A " YULO." At the instance of Lince-Sergeant Sutton Lai Tai, a boatwoman, was prosecuted for failing to keep the "vulo" (oar) of her boat out the water and rigged so as not to project outboard whilst alongside the s.s. " Phenupent." Defendant pleaded guilty and was ordered to pay a fine of \$2, in default seven days' goal.

DUMPING COAL.

The masters of two fishing boats were proceeded against for unlawfully throwing into the barbour a quantity of coal to prevent seizure or discovery, and using their fishing boats other than for the purpose of fishing,

Lau Fat informed the Court that on the 9th inst. he saw defendants' boats lying alongside steamers at Wanchai. When they saw his approaching they shoved off and pulled away He gave chase and saw them throw twelve bags of coal overboard.

Both defendants denied this story, the secon alleging that he got some coal dust in hi shrimp net and emptied it into his basket. Each defendant was fined \$1 or seven days

WATER POLO.

At the V.R.C. yesterday afternoon two game of water polo in connection with the first round of the competition were-witnessed by a large crowd of spectators. One game was between the 88rd Co. R.G. A. and the Corinthian Yacht Club. It ended in an easy win for the latter team by twelve goals to nil. - The second match between the 83rd Co.

R.G.A. and H.M.S. "Tamar" proved more exciting, and after some fast play resulted in late Japanese Minister to China, has left Peking the Naval team's favour by four goals to one. The last fixture in the first round of the shield competition will be played at the V.R.C. to-morrow afternoon, the opposing teams being the Royal Engineers and the Yacht Club.

WEATHER REPORT.

The Hongkong Observatory yesterday issue the following report:-On the 9th at 1:55 am. The barometer has risen in Tongking, and fallen over N. China

A depression moving Eastwards, has passed from Shantung to the Yellow Sea. Pressure remeins high to the E. of Japan. and it is considerably above the normal also

over the N. part of the China Sea. Moderate S.W. winds may be expected in the winds over the N part of the China Sea

The forecast for the 24 hours ending at noon to-day is as follows :-S.W. or variable

Hongkong & Neighbourhood. winds, light;

S.W. winde, Formosa Channel .... South coast of China between Hongkong and Lamocks. South coast of China between Hongkong and Hainan,...

Same as No

#### NOTES FROM THE NORTH.

TIENTSIN, 20th June. CHANGE AT THE CUSTOMS.

Tientsin is about to lose its Commissioner of Customs, Mr. H. F. Merrill, Mr. Merrill, who is an American, joined the L.M.C. in 1874, and was made Commissioner in 1887. Before coming to Tientsin in the spring of 1908 in succession to Mr. Detring, he was Commissioner at Ningpo. Mr. and Mrs. Merrill and their daughter have been very prominent and popular socially in Tientsip, and their loss will be greatly

Mr. Merrill is being lent by the acting Inspector-General to the Chinese Government for special service in America. He will not leave the Customs. The new appointment has been made in the following circumstances. Mr Ragedale, the U. S. Consul-General in Tientain has just gone on promotion to St. Petersburg. Mr. Williams, of the U. S. Legation in Toking. has succeeded Mr. Ragedale in Tientain and Dr. Tenney, formerly president of the Pelyang University, Tientsin, and latterly appointed to the charge of a Chinese educational mission to the United States, succeeds Mr. Williams in Peking. Mr. Merrill is now to be sent to America to take charge of the Chinese students. there in place of Dr. Tenney.

Mr. Merrill is succeeded in the Tientsin Commissionership by Mr. C. L. Simpson, who is at present Commissioner at Ningpo. Mr Simpson, who has one son in the 1.M.C. and had two, is the oldest Commissioner in the service with the exception of Sir Robert Hart who joined two years before he did. One of Mr. Simpson's sons used to be in the Customs head office in Peking, and now residing in the. capital is perhaps better known to the world as "Putnam Weale" the author of four or five very successful books on Far Eastern politics. SIR WALTER HILLIER.

Referring again to Renter's telegram about the appointment of Sir Walter Hillieras advisor. to the Chinese Government, one of the Peking rumours in circulation is to the effect that Sir Walter has come out in connection with the Chinese Engineering and Mining Co., and another report confirms this and adds the tiding the peasants over their present difficulties. particulars that he has come out to give authoritative meanings of Chinese documents THE C. E. AND M. CO.

The Agent and Manager in China of the Chinese Engineering and Mining Co., is, as many of your readers must know, Major Nathan, brother of the late Governor of Hongkong He is an able business man satisfy his directors, and he has to get on smoothly with the Chinese authorities. The latter have their own view of the result of the big law case which Charg Yen-Mou lost in Loudon three years ago. Since then there have been continual negotiations, but these have not had mutually satisfactory results. The Chinese are dissatisfied, and can make things very unpleasant for the Mining Co. The latter has been doing its best to make its position strong. It has been going into the matter of title deeds, &c., creating new ones when these were found to be defective. Now, however, there are rumours that a settlement is about to be effected. But apparently it is still to be negotiated, and the interests of the European and Chinese parties concerned are so diverse that it would be rash to anticipate a successful

Of course in any such negotations the interpretation of documents would be an important feature, and there is considerable verisimilitude in the report than it is for this purpose. that Sir Walter has come out to China.

THE PAKUMEN RAILWAY QUESTION.

British companies and corporations naturally have to look after their own interests, which are mainly financial and selfish, but it cannot be said that in so doing some of them are conducing to the political or moral influence of Great Britain in the Far East. Take the Fakumen Bailway question, which is now one of the chief points in dispute between the Chinese and Japanese Governments. In this case the contract for the construction of the railway was secured by a British firm, and every Briton must consider that a cause for congratulation. But few Britons, probably, can approve the factical pursued by the disappointed British firm to meet their own ends. Apparently no abuse can be too strong and no fate too cruel for the Japanese unless they give way and permit this British firm to build a railway obviously meant to compete with their own South Manchurian Railway. I have the best of reasons for believing that the Japanese Government will deal fairly in the matter. Baron Hayashi, the and Mr. Ijuin, his successor, has not yet arrived from Tokyo, where he is now staying on his return from London. When Mr. Ijain arrives the question should be settled, for he is a man who understands the Chinese even better than Baron Hayashi and is more of a persona grata to them: he is indeed persona gratissima. I have very high authority indeed for saying that all the Chinese Government have to do is tobring satisfactory evidence that the Fakumen Railway will not compete with or injuriously affect the South Manchuria Eailway and the difficulty will be at an end. So far the Chinese have not done this—have not seriously attempted to do it. Of course this is very unfortunate for the British firm that has made the contract with the Chinese Government. But there is Hongkong raintall for the 24 hours ending no sufficient reason for the said British firm trying to raise an anti-Japanese campaign in the British press.

> More than 100 Chinamen who are employed in Liverpool laundries took part in a pionic last month at New Brighton. A hostile demonstration was made against them by Liverpool laundry women, who complain that they are ruining the laundry trade by under-outling.

Vicercy Chang received on the 7th instant a telegram from Toatsi Chow, president of the Chinese Chamber of Commerce of Shanghai. stating that a Cantonese merchant named Ip Yu Tin who failed in business up North indebted to various Chinese banks in Shanghai to the extent of over 200,000 taels. Ip, after paying a 20 per cent dividend to his creditors fied to Canton. Toatai Chow requests the Viceroy to seize all Ip's properties in Canton. His Excellency has given instructions to the Nam Hol Magistrate to arrest. Ip and distrain all his properties.

A Military instructor of the reformed army surnamed Leong who was returning home with his family after a banquet at midnight on the 6th instant had a rather exciting time in Wah Ning Lane in the Walled City. Hisattendant, a soldier, was carrying a lantern bearing the large characters "Waiwupu." A trader coming from the opposite direction caught sight of those for midable letters, got so frightened that he did not know how to get out of the official's way, the street being very marrow, wet and slippery, and in endeavouring to avoid a collision, the unfortunate fellow missed his step and tumbled against the official's attaches saved it, and now he was rather sorry No. 6 concubins. This roused the temper of it was not burnt. At present he had no inthe warrior who set upon the poor fellow and tention of publishing it, ill-treated him. A policeman in the neighbourthe scene and took Leong and his victim to the Police Station, while the attendant escorted the family home. The poor man's face was covered with blood on arrival at the police station. The case was summarily dealt with by the officer in charge of the Station and Leong was saked to pay 50 cents compensation to the injured man, and when he left, Leong was told that he could go back. But now the "Bully" was scared to death lest his victim might take revenge, and he asked for an escort to see him safely home. The Police officer gave him two men to accompany him. The Chinese papers are ridiculing the military instructor's cowardice.

## RUSSO-JAPANESE WAR CLAIMS.

THE BRITISH CLAIMS FOR COMPENSATION. The following questions were asked in the House of Commons a month ago :- Mr. Pike Pease (Darlington, Oppe.) asked the Secretary of State for Foreign Affairs what were the outstanding cases with regard to compensation for damage or loss incurred by British ships during the Russo-Japaese war,

Sir E. Grey (Northumberland, Berwick),-There are no cases outstanding with Russia beyoud those referred to in the answers to the hon. member's other two questions of to-day. His Majerty's Governments are still in corre spondence with the Japanese Government with regard to the decision of their Prize Courts in the case of a vessel named the Mukden.

Mr. Pike Pease saked the Secretary of State for Foreign Affairs whether he could make any statement with regard to the Hipsang, St. Kilds, Ikhons, and Oldbamis, and were cases still pending in regard to those boats before the Russian Prize Courts; and, if so, when was

the information likely to be received. Sir E. Grey.-Ibe cases of the Hipsang, St Kilda, and Oldhamia are still pending before the Supreme Prize Court of Appeal at St. Petersburg, and his Majesty's Government are doing all in their power to expedite their hearing. In the case of Ikhons, I am happy to say that the Court. of Appeal have reversed the finding of the Libau Port Prize Court. and I trust that the claims arising out of this case may shortly be satisfied.

Mr. Pike Pease asked the Secretary of State for Foreign Affairs whether he could make any statement in regard to the case of the Knight Commander; whether he had received any answer to the inquiries continually pressed upon the Russian Government; and whether he had received replies to inquiries which had been addressed to the Government in regard to the case of the Calchas, and the claim arising in connexion with the detention of the P. and O. steamer Malacca in the Red Sea.

Sir E. Grey.-I beg to refer the hon. member-in-connexion-with-the-first-portion of his question, to the answer I gave to the hon. member for North Hackney on the 2nd inst. His Majesty's Government are still without a reply to the representation they made to the Russian Government in the case of the Calchas. The matter will be again brought to their notice. I trust that the negotiations which are still in progress in relation to the claims arising out of the detention of the Malacoa may shortly result in a settlement.

#### TROUBLE IN ACHEEN.

date June 20. point of breaking out.

a flying column. He succeeded at last in Mr. Hart, as he then was, became Deputy Com. cognizes the principle of priority of registration capturing one of the slippery chieftain's sons missioner at Canton. In 1863 he succeeded to whereas the latter attaches weight to priority of along with his head wife and about 150 of his the post of Inspector-General and established use. A cursory observer might therefore make followers. Many arms also fell into the hands the head office of the Customs in Peking. the mistake of inferring that the mere registraof the troops. The enemy were so hard pressed | Since that time the work and importance of the tion of a foreign trade-mark by a Japanese in that surrender was heir only alternative.

#### PLAGUE IN FORMOSA.

The Tainan correspondent of The Japan

Chronicle says: The effects of plague are still being severely felt in South Formosa. Up to June 7 in the town of Poshikyaku there were no lewer than 270 cases bud 105 decide. The - In I visited Takow, and there it was reported to me that the cases of plague were still a considerable number. There are also a mentioned that a considerable unmber of much to promote the interchange of thought obtain cancellation if he applies within the Taiku ... ... 1,536 few cases here in Tainan. In a previous note houses were to be swept away because of plague. On June 10 the work of demolition began in Posbikyaku. About three months are allowed for the clearing away of all the ramshackle cover the outlay involved in the removal. For this organisation that enables China to pay the Japanese legal-tribunals have shown hesitation each bouse removed compensation is paid at the rate of Y6 per tsubo or thirty-six square feet. That amount may pay for the removal of the buildings, but of course-in no wey compensates (and is not meant to compensate) the people for

the loss of their houses.

#### SIR ROBERT HART'S ARRIVAL IN LONDON.

Right cordial, says the London Daily Telegraph. was the welcome that greated Sir Robert Hart, Bt., G.C.M.G. Inspector-General of Maritime Customs in China, when he reached Southampton and deep the interest of all who were familiar with his unparalleled work in the Far East, to learn his latest views of the present and future of the most populous nation in the world. Lady Hart and their son, Mr. Edgar Bruce Hart, were on the quay awaiting the Norddeutscher Lloyd steamer Yorck, and as she drew near Sir Robert waved E kiss to Lady Hart. Not slight have been the sacrifices this pioneer of civilisation has had to make. For many years he has been separated from his country, and he comes home to join a grandson, Robert Bruce Hart, twelve years old, whom he had not seen before

At Waterloo there were waiting to welcome Bir Robert the Chinese Minister, Mrs. Bruce Hart, Miss Hart, Mrs. Porter, Sir Charles Dudgeon (chairman of the China Association), Sir John MacLeavy Brown, Dr. Molynoux, Mr. Angier, Mr. and Mrs. Carl, Mr. Mayers, Mr. McKean, Mr. S. M. Russell, and many who have been in the Chinese Customs service.

Sir Robert Hart was asked whether he intend ed to publish the diary which he has kept in China He replied that in his will he had left directions for the MS. to be burnt after his death, but at the siege of the Legations two

The London papers devote considerable space to chronicling the views of Sir Robert, though hood heard shouts of "save life," approached he desired that what had passed between himself organisation unchanged during the currency of and his interviewers should be regarded as " an | the principal foreign loans, and has further informal conversation,"and thus merely thesense promised that as long as English trade preis reproduced rather than the words of the old man eloquent. As one of the writers remarks, Sir | shall be an Englishman, Robert speaks with so much fluency, and with such precision, that only a verbatim note could do justice to his discourse.

The following extract is from the Daily Telegraph's account :--. Sir Robert has the dimost faith in China and the Chinese. "You are an optimist," said the

interviewer. "Yes, not only in regard to China, but in regard to things generally. What about the development of the country?" "Everything is progressing," said Sir Robert. "Railways, steamboats, mining, com-

merce, everything is going shead. "I repeat." he continued, " what I have often said, that the Chinese are an intelligent most industrious, law-abiding people. Nowhere else are mental ability and literary culture more

Sir Robert went on to explain that beneath their culture and their beliefs lay the doctrine, the othics, of Confucius. That great teacher professed no creed as to a future state, even as to the Deity; but he taught that men must live as if there were a future of rewards and punishments, and a God; and they must do their duty to their fellows and to the community. We are taught Do unto others as ye would they should do unto you." Confucious put it into the negative form. "Do not to others what you would not have done to you." The great result of these ethics is non-interference with your neighbour or with neighbouring nations.

This touches foreign relations. The Chinese are not aggressive. They regard armies as objectionable; but the events of the last fifty. or sixty years have forced them to take defensive measures. Especially has that been the case during the last few years. In the sense of But there are four bundred millions of peope, who had to accompany each train as a and China must become a powerful nation. In his work, "These from the Land of Sinim" en cuidence as to suggest the continu-(Chapman and Hall), published in 1901, Sir ance of military, administration. Very Briefly, he upholds the general thesis that China on their functions, behaved in a more or less and was sentenced to fourteen days single is bound, in process of time, to become a great arbitrary manner, and thus gave warrant for imprisonment. and potent nation, and that it is to the interest

When I was in Germany last year." said the writer. "I asked a German diplomat What about China?" Oh,' he replied. shall all get notice to quit there." "Not rejoined Sir Robert. It will not come to that. China will advance in commerce; she will become a great producer; her influence will extend and be recognised; and there will be no danger of that kind. THE TRIBUTE OF "THE TIMES"

Sir Robert Hart, who arrived in England yesterday, is not only one of the most striking personalities of the Far East, but must be accorded an honourable place among greatest of living Englishmen, though, strictly speaking, he is of Irish birth and parentage, instance of violating that policy can be adduced For a quarter of a century he has not left China, and it is there that his life's work has judged by established facts, not by vague been accomplished, but it is safe to say that his fame and the character of his achievements. are known all over the civilised world. has been Inspector-General of the Maritime. Customs of China since 1863, and it is under his signoious guidance and through his only tangible, but also has been preferred with able organisation that the Service has grown such insistence as to create very exaggerated from slender foundations into the striking and A notable achievement by the forces of the important structure of to-day. The Foreign Government is reported from Acheen, under Customs of China owed their origin to the disorganisation of the native administration in The most formidable rebel chief there is Tuku | Shanghai in 1854, occasioned by the proximity Ben, who has defied for years all attempts to of the Taiping rebels, and the defeat of the kill or capture him. So clever was he in Imperialists troops by a force composed of laws of Japan furnish no protection against such baulking pursuit that the authorities, in despair, foreign-sailors and residents, who felt their frauds. At the last meeting of the Shaughai sent for Captain Christoffel; a smart scouting security mensoed. The Chinese officials surren. branch of the China Association, the chairman, leader, who was then quelling a rebellion in the dered the collection of Customs dues into the evidently misled by all this talk, expressed the island of Flores, and he was told off to hunt | hands of inspectors nominated by three for | belief that a Japanese could acquire a title to use Tuku Ben down. On arrival in Acheen, eign Consuls: As the English representa-Christoffel was ordered instead to the district tive alone knew the Chinese language, he his own name in Japan, and that he could always of Lho Semawe, where a rebellion was on the acquired full control of the organisation, register it by making some slight alteration, The advantages of the new system in facilitat-Upon this, the pursuit of Tuku Ben was ing and regulating foreign trade led to its is framed after European models, but differs from entrusted to Captain Scheepens, who commanded extension to the other open ports, and in 1859 the law of England, inasmuch as the former re-Service has steadily developed, as new ports Japan confers a title to pirate it with impunity. bave been opened to trade, until it new practic. But such is by no means the case. The Japanese ally controls the foreign commerce of China on law distinctly provides that no trade-mark which the coasts of the Empire, along its great rivers, was is use prior to the date of the law's enforce- number of Japanese houses; under their reand at various inland stations. Gradually, too, its duties and activities have been enlarged. It registered in favour of any person other than its has provided for the lighting of the coasts and original owner, whether the latter has or has not for the buoying of the rivers, and of late years the Enstone Postal Service has been extended

sense of national solidarity. The duties col-

placing of a number of native collectorates the law of Japan.

under the supervision of the Inspector-General. The brilliant success with which the Service has been expanded and adjusted to its ever-growing. requirements and responsibilities must attributed to Sir Robert Hart. In discharging his duties he has exhibited rare qualities of intellect and character. sight, breadth of view, mastery of detail and organisation, and a shrewd judgment of mon have been combined with a high sense of duty and unswerving loyalty and devotion to the land of his adoption. For years Sir Robert Hart has been regarded as the intermediary between the Chinese Government and foreign nations. What he has done for the furtherance of foreign trade and interests cannot be measured, and the long list of decorations which he has received from many Powers, shows that his eminent services in this respect have not been overlooked. To the Chinese Government he has ever been a zealous and disinterested. servant, and his knowledge of the country and its people and his genuine sympathy with their character and qualities have enabled him to give valuable advice and assistance at many critical periods. It is not yet known who will be his snocessor, nor can there be any certainty regarding the future of the great Service which he has done so much to build up. China is passing through millions render the outlook doubtful and uncer- 1911. tain. It is natural, perhaps, that the growth of national feeling should lead the Chinese to view with jealousy the foreign control of the Mari- shire," belonging to the Brocklebank Line, desire to extend their hold over so prosperous in the hold of the ship, and was hauled up with and lucrative an institution. But the Chinese a rope thrown to him by those above. The Government has pledged itself to maintain the Breconshire was lying at No. 4 berth Hastings dominates in China, the Inspector-General

JAPAN'S CRITICS.

BY "THE TIMES" CORRESPONDENT.

Tokyo, May 12. A great majority of the charges which it has is not carrying out the policy of the open door | the workmen. The coolies were engaged in No Japanese are growing impatient in the presence case for the defence and even without stating received such severe injuries that he was unable that for the prosecution. It is frankly admitted that the relice of military control in Manchuria could not be immediately removed viotorious. Many of the adventurers who Seychelles have reached the meteorological originally followed in the wake of the armies remained after the latter's return, and, being thus freed from the restraints of martial law were sometimes guilty of violence and excesses not unlikely to offend the Chinese inhabitants and to discredit the Japanese nation. It is also frankly admitted that the railway service invited complaint, for, pending the conversion of the line to the wide gauge, the only available rolling stock was that originally brought from Japan for military uses; and thus. while, on the one hand, neither comfort for passengers not facilities for transport could be military aggression, there is no "Yellow Peril." duly provided, on the other, the soldier guards protection against Hung-hutsu were so much

> adverse criticism. But spart from these special They loyally evacuated Manchuria and restored it to Chinese, who, but for their armed intervention, must have permanently lost the three provinces. They threw open Dalny to foreign trade and agreed to the establishment of Chinese customs house there,"thus conferring a great advantage on the trade of Russia, who for several months, continued to send her merchandise duty free across the nortera frontier. They rectified the differential rates imposed under the Russian regime with the intention of developing Dalny at Newchwang's ex pense. They held China to her promise as to opening new marts in Manchuria. In short, they honestly endeavoured to keep the

door fully open, and until some specific against them, they not unreasonably ask to be. generalisations. Certainly it was not at the bands of Anglo-Saxon justice that they looked for any such treatment.

IMITATION OF FOREIGN TRADE MARKS. There is, however, one change which is not impressions. It relates to trade-marks. Any one reading the comments of the local Press in the Far East and the correspondence addressed to certain home-journals must conclude that imitation of foreign trade-marks is a constant practice of Japanese merchants, and that the ment and which continues to be in use can be | spective jurisdictions stood as follows:registered it in Japan, and that registration | Seoul shall be refused to all trade-marks calculated to Chemulpo

until its branches have been established over a luccoive or to work frank upon the public. It is, Verser or 1 303 large part of the Chinese Empire. This develop of contras possible that registration may be Mokpo ment, enabling letters and papers to pass rapidly granted in error to some one other than the Massa. 1,525 and easily from province to province, is doing original owner, but in that event the latter can Fusau..... 5,659 among the Chinese and to stimulate a space of three years. Plainly, therefore, any Wonsan... foreigner may secure his trade-mark against Chongchin ... 684 lected by the Maritime Customs form to-day the fraudulent imitation if he adopts the simple Syongohin ... 115most important item in the revenue of the expedient of registering it. The whole commo- Pyongyang ... 3,002 Peking Government, and it is the proceeds from tion is attributable to the fact that certain Chinnampo ... 856 interest on her loans and to meet the liabilities in recognizing trade-mark similarities which imposed by the heavy war indemnities weighing amount almost to identity. That was doubtless upon her. It was the necessity for providing due to inexperience, regrettable, but not by any

#### SHIPPING NEWS.

Since the Japanese Shipbuilding Encouragement Law came into force in March 1896 the steamers built or in course of construction at dock-yards in Japan under the subsidy granted in pursuance with law number \$8, with an aggregate tonnage of 201,900. Of these 76 steamers. of 167,746 tone, have already been completed at the following dockyards :-

Steamers. Tonnage Mitan Bishi Dockyard .......... 39 Osaka Iron Works..... Ishitawajima Dockyard .......

As three of these steamers the "Taukish ims. "Hitachi," and "Shiga Maru" were subsequently lost, the subsidised steamers at present number 73, with a total tonnage of 159,273. The steamers recently annohed and in course of equipment are as follows :--

Steamers. Jonnage. Mitsu Rishi Dockyard ....... 3 Kawasaki Dockyard...... 1 Qsaka Iron Works.....

The steamers in course of construction under the encouragement certificate number 11, with a time of change and ferment, and the new a total tonnage of 78,240. These steamers are movements and tendencies visible among its to be launched between August 1908 and April

A SHIP'S SENSATION. The Chief Officer of the steamer "Brecontime Customs, and that the officials should nearly lost his life in investigating a mystery Moorings, Calcutta, having arrived there ear in June from Japan and Singapore. On June 16, the ship's carpenter, R. Ross, on opening up No. 5 hatch to clean out the bilges and tanks was driven away by the foul air which ascended. He went to the Chief Cilicer who went below to investigate. As the officer did not return, the carpenter became alarmed and, summoning some of the crew, a rope was thrown down the hatel and the Chief Officer was pulled up. He was i a collapsed condition, and after recovering stated that he had found a dead body in a hole and that it was in an advanced stage of de composition. The conservancy police boatmen went round and took the body away to the tow become the fashion to prefer against Japan | morgae. It transpires that ten days before are so vague that they defy either confirmation | coolies were working in the ship chipping rust or refutation. That defect is specially observed from the sides and the dead man, who is evident with regard to the favourite accusation that she | Iv of the coolie stamp, must have been one of in Manchuria. If there be any grounds for such | 5 hatch, but there is a small door leading from s criticism, they have not hitherto taken con- No. 5 to No. 6 batch, and as it was open at the crete shape; and it is easy to see that the time of the discovery of the dead man, it is assumed that he got through there and in the of judges who condemn without hearing the darkness fell and was either killed on the spot or

> Telegrams from Mauritius, Zanzilar and department, says a Simla announcement on June 22, which the officiating Director-General of Observatories interprets to show that the south-east trades are not crossing the the equator with their usual strength.

THE FRENCH MAIL STHAMERS. After running in Eastern waters between Caloutta, Pondicherry and Colombo as a ferry steamer for three years the French mail steamer "Dupleix." 2600 tons, Captain G. Melber, when she sailed from Calcutta on June 26, went to Marseiles. She will be relieved by the Mossageries Maritimes steamer Himalays, much larger boat of 5.620 tone, but it expected that the "Dupleix" will be back again in Calcutta in about four or five months. SHIP'S DOCTOR IMPRISONED.

Dr. B. Basu was at the Singapore Marine Robert has developed these ideas. That work probably these guards themselves, not at Court convicted of deserting from the sis. has been misunderstood, as he said himself. first appreciating the limits newly imposed "Catherine Apear" at Singapore on May 16th

Captain W. D. A. Thomas, Master of features the Japanese are evidently perplexed Catherine Apcar, said that Dr. Basu signed on consideration, which will not be forgotten in the to understand in what their officence consists. at Calcutta. On May 15, while the steamer was at Tanjong Pagar, he expressed his intention of leaving, saying that he had secured a Witness told him that he had signed the ship's articles and could not leave till they returned to Calcutta. If he did so, he would be arrested. Acoused promised to get a substitute, and witness agreed to let him off on this condition. The substitute did appear, however, and witness was fixed \$5 costs in Penang, for bringing immigrants there without having a ship's surgeon. Later, Hongkong, he saw accused on board the Cheang Chew.

Defendant, sworn, said that he only took the

position on the "Catherine Apear" for his health. He had a private practice in Calcutta. His pay on the Catherine Apear was 00 rupees a-month, and food at the Capsin's table or, iplieu of the latter, he was to get 35 rupees, right dhal whee and other articles of food such as are required by a Hindu gentleman. The officers treated him like dogs and cats. He was not allowed to bathe in the officers' bathroom but only in the petty officers' room. The Doctor, made certain allegations of immorality against the officers and stated that one of the passengers was flogged a dozen strokes, blood flowing at each stroke. Accused was atraid that he would be treated the same way When he left the steamer, a quartermaster helped him ashore with his luggage, in the presence of the Chief Officer, who made no objection. He secured a substitute who had been on the Gwalior. He had been to see the Captain the previous evening, but the latter was very busy playing cards and told him to come again the next morning. On the Cheang Chew, acoused got \$200 a month and a food allowance of \$35. He was treated like an officer there. He did not go back to see if the substitute he provided had been engaged by the Captain of the Catherine Apear because he was afraid of being

#### JAPANESE\_POPULATION IN KOREA

According to the investigations conducted by February last the Japanese population and

Number of Residency, Houses, Male. Female, Total. 2,728 5,854 2,020 3,631 1,643 2,911 1,608 3,954

56,624 43,797 100,421 Compared with the corresponding date of for these burdens that led to a further extension | means justifying the outery that has been made | last year the above totals show an increase of the functions of the Customs Service by the or the charges that have been preferred against of 17,137 in population and 6,932 in the number of houses.

## WARNING.

CERTAIN UNPRINCIPLED PEOPLE BEING IN THE HABIT OF FILLING UP BLACK & WHITE WHISKY BOTTLES WITH OTHER WHISKY AND OFFERING IT FOR SALE AS

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WE BEG TO INFORM THE PUBLIC THAT IT IS THE INTENTION OF MESSRS JAS. BUCHANAN & CO., LD., THE PROPRIETORS OF BLACK & WHITE WHISKY, TO TAKE SUCH STEPS AS THEY CONSIDER NECESSARY FOR THE PRO-

SOLE IMPORTERS OF BLACK & WHITE WHISKY.

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WINE, SPIRIT & CIGAR MERCHANTS. 12. QUEEN'S ROAD CENTRAL.

TELEPHONE No. 135. Hongkong, 7th July, 1908.

WORLD'S LARGEST BATTLESHIP.

PORTSMOUTH'S NEW TASK.

It has become known at Portsmouth that as soon as the battleship St. Vincent is launched, on Sept. 10, preparations will immediately be made to commence another vessel embodying all-big-gun principles and the same general methods of protection as were introduced in the Dreadnought. This new vessel will be an improvement on the St. Vincent in every respect. carrying a heavier armament, being of greater displacement, and costing £2,250,000. It is reported that this moneter battleship will be completed for sea in eighteen months from the date when the keel is laid. She will displace

OUTLIN OF 21 MILLIONS.

probably about 21,000 tons. No doubt, adds our Naval Correspondent the decision to hasten the completion of this leviathan is to enable her to be ready for sea at an early date for the purposes of trial before other men-of-war-of-the-same type are too advanced to enable any, desirable alterations, to be carried out. This was the policy adopted in the case of the Dreadnought, which was built at Portsmouth in a year and a day, with the result that the date obtained at her trials were available in time to permit of variations in enquipment to be made in sisterships. The Portsmouth yard is now so well equipped with the most modern machinery, and has so large a staff of workmen that no difficulty will be experienced in completing for sea even a vessel of over 21,000 tons in a year and a half. A SMOKELERS VESSEL. For some time it has been rumoured that the

Admiralty intend to introduce two important and novel features in this battleship, which belongs to this year's programme. One of these is a new type of gun. Since the breechloading principle was adopted in the Navy, with the system of winding the weapons with wire ribbon under pressure, the Fleet has had no gun bigger than the 12in. This gun has been gradually improved from year to year with a surprising increase in its power. The original type weighed only forty-six-tons, and was only just over 37ft long, whereas the latest-as carried by the Dreadnought-is of fifty eight tons and has a length of 461ft. Now it is stated that the new battleship will mount guns of a new 13.5in type, which has been the subject of experiment; indeed, some are said to have been hand by a private firm for some time past The other departure may be, that the new sh will make no smoke, and will therefore require no funnels.—Some time ago Mr. McKechnie. Mesers. Vickers, Sons, and Maxim, announced that his firm had developed the gas-power engine to a stage which, they felt, would justify the new type of engine being fitted in a ment of war, with every promise of triumphant success. This statement aroused widespread interest at the time, and it is no secret that the matter has staff at the Admiralty, who have of late years been foremost in the practice of their profession Under the regime of the late Engineer-in-Chief of the Navy, Sir John Durston, the watertube boiler, turbine engines, and oil fuel were adopted for the Fleet in advance of the opinion current at the time, and with complete success. Because the idea of a man-of-war without funnels appears novel is no reason for dismissing the suggestion that this great battleship will be fitted with gas-power engines and will thus throw against the sky no smoke pennant to disclose her presence to an enemy before she is on the enemy's horizon. The idea of men of-war doing without coal would have been scouted ten years ago, but now all the latest torpedo vessels, approaching 900 tons displacement, use liquid fuel only; and oil is also carried by all recent battleships for use in combination with coal. Even this new battleship will be only about two thirds the displacement of the great Cuparders which are lowering the Atlantic records, and, presuming she is 550ft. long, she will compare with the 760ft. of the Lusitania. in merchant ships applies in great measure to versels of the Navy. The larger they are the

The same pricciple which leads to immense size greater possible concentration of big guns, and the smaller the proportionate crew carried to the power obtained, and consequently the more the economy in maintenance. The tendency towards larger ships has been continuous since steel was introduced. It was the difficulty of building large wooden vessels in the sail era which limited their size. In those days designers were continually striving after larger and more powerful men-of-war, but without success, owing to the limitations imposed by their material. With steel there is no limit to size. The only checks are the depth of water in our harbours and the capacity of the docks at the various bases of the fleets. For these two reasons the progress in displacement of men-of-war has been considerably less than in the case of merchant ships, though successive Boards of Admiralty have year by year added to the size, and there- done by native Chinese as Christian evangelists fore the cost of ships of the line .-GROWTH OF SIZE AND COST.

ships in the British Fleet were the battleships stated that in finance the year had been the Nile and Trafaigar, which displaced only 11,940 best, so far as England was concerned, in the tons of water, or about half the amount which Mission's history, except when two very large will be displaced by the latest ship designed at | gifts had been received and when the abnor to the Admiralty. In their day the Nile and her expenses caused by the Boxer rising had had to sister were regarded as monsters, since ten years be met. They had received 51,401l. in England before the biggest vessels under the White and the donations received in China or Ensign were the Ajax and Agamemnon, of sent there from America and Australasia had 11,891 9,852 21,743 8,660 tons. In 1885 Sir William White com- amounted to 20,830t., showing increases of 12,588 menced his long career at the Admiralty as 6,030%, and 7,365%, respectively. The first Director of Naval Construction, and with three months of this year, however, showed 1,975 hardly a pause, the size and the cost of men of a considerable fairing of the Chinese 5,395 wer has advanced rapidly, as may be seen by Christians were increasingly ready to meet their 9,992 2,796 the following statement of the principal battle- responsibilities for self-support. The Mission 4,366 ships built in the last twenty years and had now 900 members and associates, or nearly

their cost: Ship. I	)isplacement.	Average
	•	Cost.
Admiral class	10,600 tons.	£ 750,000
Royal Sovereign class	8 14.150	<b>875,00</b> 0
Majestic class	14,900	900,000
Formidable class	15,000 ,,	1,000,000
King Edward VII olas	35 lo.350 .,	1,400,000
Lord Nelson class	16,500 ,,	1,650,000
Dreadnought	17,250 "	1,800,000
Dreadwought (improve	d) 18,600 "	1,750,000
St. Vincent class	18,250	1,900,000
New battleship	21,000 ,,	4
		<ul> <li>The second second</li></ul>

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EAST PATMENTS.

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Hongkong, 2nd July, 1908.

It will be seen that the size has been doubled and the cost tripled since the Admiral class were the pride of the Navy at about the time of Queen Victoria's Jubilee. But, though displacement has been so greatly augmented, there has not been a corresponding growth in the depth of water required, though the other dimensions length and beam-have necesgarily been exaggerated, the latter contributing, with bilge keels (which were first fitted to the Royal Sovereign class) to greater steadiness of the gun platform, an important consideration. The Anson and her sisters drew 274f of water, and the Royal Sovereigns and Majestics three inches more, but the been under the consideration of the engineering Dreadnought requires only 261ft at mean draught, increased in the improved versels of this type to 27ft. It is unlikely that in the latest leviathan there will be any increase above this figure, because the depth of water in some of our harbours does not permit of more draught with safety, and the North Sea. in which the British Fleet now cruises so frequently is the shallowest of the world's seas. On the ther hand, length and beam have grown rapidly. Where as the old Admirals were 330ft long and 68 ft broad, the latest type of the Dreadnought class to be launched is 490ft long and 82ft wide, and the battleship-ornisers of the Indomitable type have a length of 530ft,

a with beam of 781. This advance in the size of men-of-war has been in progress in varying degrees in all the navies of the world. Russia is commencing two battleships of 17,200 tons with a draught of 28 It: Japan has one launched of 19.865 tons requiring 271ft, of water : the United States, has just commenced two of 20,000 tons, with a draught of 27 it; Germany has in hand four vessels reputed to be of 18 307 tons, requiring 26ft, of water; and France is building six of 17,710 tons, and has prepared plans for six more of even greater size. The British Fleet has always had the most powerful ships-which, therefore, means the biggest-and evidently the present Board of Admiralty is not going to depart from the precedent set up and maintained by their predecessors. The new ship to be built at Portsmouth will be the largest in the world designed up to the present.

#### CHINA INLAND MISSION.

The anniversary meetings of the China

Inland Mission, reports the Record, were of a successful and encouraging character. Mr. Theodore Howard, who presided at the afternoon gathering, called attention to the work and pastors. They could do the work far better than Europen could. Mr. Marcus Wood, Exactly twenty years ago the two largest the Secretary, presented the report, which s fourth of the whole missionary force in China. and 206 central stations. These were the highest numbers yet reached. During the year 2,798 persons had been added to the churches connected with the Mission. This was the highest number of converts for one year, except in 1906, when about 1,500 aborigines were baptised in Kwei-chan. About 500 more of the aborigines had now been baptised. Since the Boxer crisis in 1900 this Mission alone had

baptised 15,000 persons, as against 13,000

in the previous 30 years.

TO LET

will be held at Happy Valley, TO-Advertisements and Bubscriptions which are no MORROW (SATURDAY), 11th July, 1908, evacred for a fixed period will be continued until commencing at 4 P.M. The Charge of Admission will be \$1 for Orders for extra copies of DAILY PRESS should others than Members of the Hongkong Jockey be sent in before 11 a.m. on day of publication, or Gymkhana Club. After that hour the supply is limited. Only sup-Boldiers and Sailors in Uniform, Half Price. The Committee invite the Ladies of Hongslegraphic Address: PRES. Codes: A.B.C., 5th Rdkong to be present. REGINALD F. C. MASTER, P.O. Box. 33. Telephone No. 12. Hon. Secretary and Treasurer. Hougkong 8th July, 1908. NEW/ADVERTISEMENTS NOTICE. WANTED. BAPERY GOODS GENT WANTED by German Painting CHEAP SALE A and Shaving Brush Manufactory in a Apply tolarge way, one with established connection No. 51 and 53, WELLINGTON STREET. amongst Oil and Colourmen. Wholesale Drug-DART LOONG. gists and Hardware Merchants preferred. Hongkong, 7th July, 1908. Write stating European references. Box 3270, WILLING'S, NOTICE. 125, Strand, London, England. FINDERS are invited for the supply of 50,000 TONQUIN HARDWOOD BEKANNTMACHUNG. SLEEPERS named "LIMMONE." Size -8 ft. by 9 io. by 54 in. 10,0.0 to be delivered in M hiesigen Handelsregister Abt. A. Bd. I. two months after the acceptance of tender and jet hante unter Numer 6 zu der offenen-10,000 each in the following months, c.i.f. Wongsha Roilway Wharf. ARNHOLD, KARBERG & CO. Tenders, to be in Hongkong currency, must be accompanied by \$1,000.0 , and will be opened Eduard Lüders in Nintschwang ist Prokurs at Hailway Head Office on the 21st of July at KAISERLICH DEUTSCHES 2 p.m. Sample sleopers must be submitted to the Engineer in Chief's Office at least 10 days KONSULAT. before the opening of tenders. The Company is not bound to accept the lowest or ary tender. PUBLIC AUCTION. YUET-HAN RAILWAY CO., LTD. Canton, 26th June, 1908. HE Undersigned baye received instructions to Sell by Public Auction. THE FLOOD FUND BAZAAR. On MONDAY AND TUESDAY, the 13th and 14th July, 1908, at 4.30 P.M. each To be held at KENNEDY TOWN day at their Sales Rooms, No. 8, Des Voux From July 10th to 16th, Road, corner of Ice House Street, from 2 P.M. to 2 A.M. A VALUABLE COLLECTION OF PUSTAGE STAMPS. MIFTS FROM EUROPEAN LADIES Comprising :-I AND GENTLEMEN for Sale at the SIAM 20-TIGALS (very rare), BRITISH COLO-BAZAAR are Solicited and will be highly NIALS, CHINA, LABUAN, BORNEO, MACAO, appreciated. GREMANY and GERMAN POST OFFICE, POB-All Gifts to be forwarded to the Chairman. TUGAL, SOUTH AFRICA, FORMOSAN REPUBLIC, Mr. Fung Wa Chun, or to Mr. Ho Kom PERSIA, UNITED STATES, &c., &c., &c. Tong the Vice-Chairman, or to the following (In Lots to suit purchasers). Members of the Committee, which comprises altogether One Hundred and Eighty Ladies and Gentlemen. HUGHES & HOUGH, HON. WEI A YUK, C.M.G. Auctioneers. LAU CHU PAK." Hongkong, 10th July, 1908. CHAN KANG YU. LAI KWAI PUI NOTICE TO CONSIGNEES. TAM HOK PO. CHAU BIU KI, HEP. & O. S. N. Co.'s Steamer. WONG LAI CHUEN. TAM TSZ KONG. "MARMORA," LEUNG PUI CHI. FROM BOMBAY, COLOMBO AND YUN YAN TSUN. STRAITS. Hongkong, 6th July, 1908. Consigness of Cargo by the above-named WEST RIVER FLOODS. vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the TVE the Foreign Goods Dealers and Merchants ten to appeal to the Public for Hongkong-and-Kowloon-Wharf-and Godown Company's Godowns at Kowloon, where each Pecuniary Assistance, and co-operation in the consignment will be sorted out mark by mark, immediate relief of the sufferers from the and delivery can be obtained as soon as the calamitous inundations caused by the recent rains throughout the Valleys of the North, This vessel brings on Cargo :-East and West Rivers. From London, &c., ox s.s. Himalaya, Any Subscriptions towards this charitable From Australia ex s.s. Britannia. object will be gratefully received and be used From Calcutta, ex s.s. Palawan. at once for buying Food to be immediately From Persian Gulf ex B. I. S. N. & sent up to the flooded districts. B. & P. S. N. Co.'s Steamers. PO FUK TONG. Optional goods will be landed here unless Hongkong Foreign Goods Dealers Guild. instructions are given to the contrary within SUBSCRIPTIONS. NAMES OF SUBSCRIBERS Goods not cleared by the 15th July, at 4 P.M., Jebsen & Co, ... ... Meyer & Co. ... ... Ferd. Bornemann ... No Fire Insurance will be effected by me in Holland China Trading Co. 100 Wm. Meverink & Co ... Damaged packages must be left in the Go. 50 Alex. Ross & Co. ... downs for examination by the Consignees' and China Export, Import & the Company's representatives at an appointed hour. All Claims must be presented within Bank Cie. ... ... ten days of the steamer's arrival here, after Schuldt & Co. Carlowitz & Co.... ... which date they cannot be recognised. No 100 Siemssen & Co. ... ... ... Claims will be admitted after the goods have Wendt & Co. 100 Grossmann & Co. ... ... F. J. ABBOTT. 100 Bander, Wieler & Co. Acting Superintendent. 100 Reuter, Bröckelmann & Co. Hongkong, 9th July, 1908. 50 Harry Wicking & Co. ... F. Blackhead & Co. ... 50 NIPPON YUSEN KAISHA. W. R. Loxley & Co. S. Moutrie & Co. ... NOTICE TO CONSIGNEES. Bradiey & Co. ... Arnhold Karberg & Co.... FROM MIDDLESBOROUGH, ANTWERP, W. Helms ... LONDON, COLOMBO, AND Barretto & Co. ... ... SINGAPORE. Chs J. Gaupp & Co. .. ... Rombach & Co. ... 100 FITHE Company's Steamship J. Ullmann-& Co. Arculli Brothers "SANUKI MARU." Melchers & Co. ... having arrived from the above Ports, Con-Geo. P. Lammert signess of Cargo are hereby informed that their John D. Hutchison & Co. Goods, are being landed and placed at their **50**. MacEwen, Frickel & Co. ... risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where W. G. Humphreys & Co... Kruse & Co ... each consignment will be sorted out mark by Liu Shau Ming Compradore mark and delivery can be obtained as soon as S. Montrie & Co. Compadore, Carlowitz & Co. Optional Goods-will be carried on unless Chinese Staff, H. & S. instructions are given to the contrary before 68,95 Fank ... Compradoro A Choi, King. Goods not cleared by the 16th July, will be w18.70 Edward Hotel Foreign Goods Dealers No Fire Insurance has been effected. 3,461.00-Damaged packages must be left in the Godown for examination by the Con-\$6273,65 signee's and the Co.'s representatives at an appointed hour. All Claims must be presented \$2,125.81 To Biscuits ...- ... within ten days of the steamer's arrival here, 929.29 Bread after which date they cannot be recognised. 2,916.05 Rice ... No claims will be admitted after the goods Exchange Premium 23.42 Printing & Advertising NIPPON YUSEN KAISHA. Boat Hire for Rice Hongkong, 9th July, 1908, Balance \$218.85 handed to the Committee of ON SALE. the Flood Relief Fund at Canton. Hongkong 7th July, 1908. Hongkong, 8th July, 1908. THE FIFTY YEARS D'A.VI'D CORSAR & MERCHANT NAVY ANGLO-CHINESE CALENDAR NAVY BUILED 日歷英中年十五 LONG FLAX - RELIANCE - CROWN 1913 BEING PROX THE 1ST YEAR OF THE TARPAULING A HOUSE in RIPON TERRACE. 76TH CYCLE TO THE SOTH YEAR OF THE ARNHOLD, KARBERG & CO. 76TH CYCLE THAT IS THE 3RD YEAR OF No. 10, DES VŒUX ROAD CENTRAL. 991 Sole Agents. TUNG CHI TO THE 39TH YEAR OF lst floor. "HATHERLEIGH," Conduit Road. SINGON & CO. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE PRICE \$2 CASH BUILDINGS and No. 16B., Des Youx Road TRON, STEEL, METAL and HARDnext to the HONGKONG HOTEL On Sale at the "Hong Kong Daily Press WARE MERCHANTS. Wholesale FLATS in MOERTON TREEACH. OFFICE, or Agents in all the Ports of the and Re ail Ironmongers Pig Iron and Foundry Coke Importers. General Store-Apply to— Far East

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INTIMATIONS

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FOR SALE FOR SALE. TAINE SITE on the Bowen Road, Ready for Building af a Cheap Price PERCY SMITH & SETH. Accountants & Auditors &c. No. 5. Queen's Road Central. Hongkong, 16th May, 1908. Apply to-STORAGE. FOR COLL, TIMBER, &C. TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 38 on PRAYA EAST Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply-GEO. FENWICK & Co., Lad. Hongkong, 8th June, 1908 FOR SALE. COLLECTIONS OF USED POSTAGE Apply to-STAMPS. 3.000 all different for ... ... ... ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMAIS. STAMP, POSTCARD AND BIRTHDAY ALBUMS. nd all Other Philatelic Goods. GRACA & CO., Hongkong Hotel Corridor. Hongkong, 9th May, 1908. Apply to-JUST ARRIVED LATEST STYLE WHITE INDIAN GAUZE STRIPED AND CHECK, At 25, 30 and 35 Cents per Yard. FNDIAN-MUSLIN, Apply to-WHITE, BLUE, PINK & GREEN. At 35 Cents-per Yard, WHITE DOTTED MUSLINS, At 35, 55 and 60 Cents per Yard. HOOSAIN-ALI & Co., 25. Queen's Road-Central. Under Hongkong Hotels, Apply to-INSURANCES NORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. FOTAL FUNDS AT S1st DECEMBER, 1905 £17,837,119. AUTHORISMD CAPITAL... \$3,000,000 moderate. SUBSCRIBED CAPITAL... 2,750,000 PAID-UP CAPITAL ...... 687,500 0 The Undersigned, AGENTS for the above Company, are prepared to ACCEPT BISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Apply to-Hongkong, 27th April, 1907. THE GLOBUS INSURANCE COMPANY OF HAMBURG. /HHE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE FFICES in HOTEL MANSIONS. at Current Rates. CARLOWITZ & Co. Hongkong, 13th August 1906. AACHEN AND MUNICH FIRE IN-SUBANCE CO. OF AIX LA-CHAPELLE. FIRE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT BISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO. Hougkong, 21st April, 1897. TO LET TO LET. NTO. 5. "ORMSBY TERRACE" Kow-No. 4, SEYMOUR ROAD, 2 Flats. Apply to-SPANISH-PROCURATION. Hongkong, 6th July, 1908. TO LET. FINO or THREE ROOMS, Newly Furnished, offered at very moderate rent for summer months on CONDUIT ROAD Level. Address— "ENGLISH." Care of "Daily Press" Office. Hongkong, 9th July, 1908. TO LET. NTO. 2 MACDONNELL ROAD. Apply to-COMPRADORE'S DEPARTMENT, Nippon Ynsen Kaisha. Hongkong, 3rd June, 1905. TO LET,-FROM 1st August. TO. 6, "OBSERVATORY VILLAS," Kowloon. Five-Roomed House. Tennis Court. Electric Lights, Moderate Rental. Apply to-ARRATOON V. APCAR & Co., 45. Wyndham Street.

TO LET.

THE HONGKONG LAND INVEST.

Hongkong, 1st July, 1908.

MENT & AGENCY CO., LTD

TO LET FROM 18T MAY. OWLOON MARINE LOT 48, Yaumati, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. HUMPHREYS ESTATE & FINANCE CO., LTD. Hougkong, 18th January, 1908. TO LET. NYOS. 27 and 38, SEYMOUR BOAD. Nos. 57 and 61, CAINE ROAD. Apply to-SAM WANG CO., LTD., 81. Queen's Road Central. Hongkong, 4th July, 1908. TO LET. THE ROOMS on the first floor of No. 84. QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light; spacious and well ventilated. Very noderate rent: Immediate Possession. YEE SANG FAT & CO Same address. Hongkong, 28th January, 1907. TO LET. TIRST FLOOR of No. 6, Queen's Road. and Outhouses suitable for business Premises or Dwellings, lately occupied by FHED. BORNEMANN. DAVID SASSOON & Co.-LTD. Hongkong, 7th April, 1908. TO LET. OOD OFFICES at 2. FEDDER STREET. ARDINE, MATHESON & Co., LTD. Hongkong, 28th May, 1908. TO LET. FFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly coonpied by Mesers. BHEWAN TOMES & Co.) THE COMPRADORE DEPARTMENT. E. D. SASSOON & CO.; Queen's Road Central. Hongkong, 10th June, 1908. TO LET. FFICE ROOM on the First Floor of No. 54-56, Queen's Road Central, Rent Apply to-Hongkong, 29th June, 1908. TO LET. ODOWN, No. 5A, DUDDELL STREET. THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st July, 1908. TO LET. Apply to-HENRY HUMPHREYS. Hongkong, 1st May, 1908. TO LET. 66 ALENWOOD" CAINE BOAD, suitable for a Boarding house or Club. Containing 26 Rooms. 2 BEACONFIELD ARADE. Facing Parade Ground. OFFICES in Bank Buildings, Top Floor. From 1st July, 1908. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms. -  ${f DWELLING-ROOM8}$  and -  ${f Offices}$  -  ${f in}$ DUDDELL STREET. No. 15, QUEEN'S ROAD CENTRAL. Top Floor, (over Caldbeck MacGregor). OFFICES in Queen's Road Central. -BELILIOS TERBACE HOUSES. ROBINSON ROAD. No. 3. DUDDELL STREET Shop. No. 2, DES VŒUX VILLAS (PRAR). Apply to-LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 20th June, 1908. TO LET. HOUSE in KNUTSFORD TERRACE A KOWLOON. Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD. Hongkong, 1st July, 1908. TO LET. and 5-ROOMED HOUSES in Kowloon. SMALL SHOP in Des Vonz Road Central, Hongkong. Immediate possession. Moderate Apply to-HUMPHREYS ESTATE & FINANCE CO., LD. Hongkong, 2nd July, 1908. TO LET. FFICES in ALEXANDRA BUILDINGS. OFFICES on Top Floor No. 2 Connaught SECRETARY, A HOUSE in Wong Nei Chong Road. A. S. Watson & Co., Limited.

Hongkong, 23rd April, 1907.

For Particulars apply to-

Hongkong, 30th June, 1908.

TO LET.

ERRINGTON, Peak Boad, below L.R.C.

Tennis Courts. From 1st September a.c.

The Property is also FOR SALE.

C. SCHROETER.

Care of MEYER & Co.,

King's Buildings, 3rd floor.

BANK8 THE TOROHAMA SPECIE BANK LIMITED. CAPITAL PAID-UP ...... Yen 24,000,000 RESERVE FUNDS .......... 15,129,000 HEAD OFFICE - YOKOHAMA. Branches and Agencies. - Kobe Tokyo London Nagasaki San Francisco New York Bombay' Shanghai Tientain Chefoo -Newshwang Dalny . Antung Liovang. Tieling Chang Chun Hongkong-Interest Allowed. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5% per annum Hongkong, 24th March 1908. NYEDERLANDSCHE HANDEL-MAATSCHAPPIJ. "(NETHERIANDS TRADING SOCIETY). ESTABLISHED 1824. PAID UP CAPITAL FL: 45,000,000 (23,750,000) RESERVE FUND ... FL. 5,378,375 (£448,000) HEAD-AGENCY BATAVIA Radja, (Acheen) Bandjermasin. Madras, Pondicherry. York, San Francisco, &c., &c. LONDON BANKERS:-LIMITED. . . . 3 do, 3<u>4%</u> Hongkong, 18th November, 1907. N. MODY & CO. BEANCHES Berlin, Hamburg, Calcutta, Tientsin, Peking, Tsinanfu, Kobe, Yokohama, Singapore. Bankers: STAATSSANK) Berlin. DIRECTION DER DISCONTO-GENELLSCHAFT DEUTSCHE BANK S. BLHICHEOEDER BERLINER HANDELS-Alexandra Buildings, GESEILSCHAFT BANK LUBB HANDEL UND INDUSTRIM ROBERT WARSCHAUER & Co. MENDELSSOHN & CO. M. A. VON ROTHSCHILD & JACOB S. H. STRAN BANK, MURNCHEN. LONDON BANKERS: BANK, LIMITED.

HEAD-OFFICE : AMSTERDAM. Branches :- Singapore, Penang, Shanghai, Rangoon Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascercean, Tjilatjap, Padang, Medan Deli), Palembang, Kota-Correspondents at Macassar, Bombay, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New THE UNION OF LONDON AND SMITHS BANK, The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts. Banking Business of every description. INTEREST ALLOWED. On Current Accounts 2% per annum on daily On Fixed Deposits 12 months 41% per annum. J. L. VAN HOUTEN, Agent, TEUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP. Sh. Task 7,500,000 HTAD OFFICE-SHANGHAL. BOARD OF DIRECTORS, BURLIN. Hankow Tsingtau. Founded by the following Banks and Konnigliche Brehandlung (Preussische Berlin. Frankfurt a/M NOBDDBUTSCHE BANK IN HAMBURG, Hamburg SAL OPPHNHEIM, JR., & Co., Koeln. BAYERISCHE HYPOTHEREN UND WECHSEL-Mesers. N. M. ROTHSCHILD & SON: THE UNION OF LONDON AND SMITH'S DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESHLLSCHVAT. INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted. A. KOEHN. Manager. Hongkong, 4th December, 1907.

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853,

HEAD OFFICE-LONDON.

PAID-UP CAPITAL #1,200,000

RESERVE FUND......£1,525,000

TORS ...... £1,200,000

INTEREST allowed on Current-Account

at the rate of 2 per cent. per anuum on the

On Fixed Deposits for 12 months 4 per cent

THE MERCANTILE BANK OF

AUTHORISED CAPITAL ... £1,500,000

Subscribed ... 1,125,000

RESERVE FUND ... ZIU.000

BANKERS:

INTEREST allowed on Current Accounts

ON FIXED EMPOSITS:

3 per cent.

21 per cent.

LVAN ORMISTON.

Manager.

at the rate of 2 per cent, per annum on the

For 12 months ... 4 per cant.

Hongkong, 23rd April, 1908.

LONDON JOINT STOCK BANK, LIMITED.

INDIA, LIMITED.

JOHN ARMSTRONG,

RESERVE LIABILITIES OF PROPERS.

Hongkong, 14th May, 1908.

Daily balances.

Daily balance.

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BANKS HONGKONG AND SHANGHAI BANKING CORPORATION. PAID-UP CAPITAL ... \$15,000,000 RESERVE FUNDS :-STERLING. £1,500,000 at 2/=\$15,000,000 SILVER ... \$13,500,000 \$28,500,000 RESERVE LIABILITY OF PROP'TORS\$15,000,000 COURT OF DIRECTORS. Honolulu Hon. Mr. HENRY KESWICK,-Chairman. Hankow E. Gorrz, Esq.—Deputy Chairman Peking E. G. Barrett, Esq. | E. Shellim, Esq." Port Arthur C.G.R. Brodersen, Esq. R. Shewan, Esq. Mukden Hon.Mr.H.A.W. Slade G. Friesland, Esq. C. S. Gubbay, Esq. H. E. Tomkins, Esq. C. R. Lensmann, Esq. CHINE MANAGER Hongkong-J. R. M. SMITH 4% ,, 3% ,, MANAGER Shanghai-W, ADAMS ORAM, TAKEO TAKAMICHI. LONDON BANKERS-LONDON AND COUNTY Manager. BANKING COMPANY, LIMITED. Hondrong-Interest Allowed. On Current Account at the rate of Two per cent. per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months, 21 per cent. per Annum. For 6 months, 81 per cent. per Annum. For 12 months, 4 per cent. per Annam. J. R. M. SMITH, Hengkong, 22ad May, 1908. HONGKONG SAVINGS BANK

> WIHE Business of the above Bank is conducted by the HONGKONG AND BHANGHAI BANKING CORPORA-CION. Bules may be obtained on application. INTEREST on deposits is allowed at 31 Per Cent. per annum. Depositors may transfer at their option balances \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED. DEPOSIT at 4 Per Cent. per annum. For the Hongkong and Shangha. BANKING CORPORATION, \_J. R. M. SMITH. Chief Manager. Hongkong, 12th January 1907. TEDERLANDSOH-INDISCHE

HANDELBBANK (NETHERLANDS INDIA COMMERCIAL BANK

ESTABLISHED 1863. Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 10,000,000 (Paid up)

Reserve Fund Fl. 2,112,570.36 (£176,048 HEAD OFFICE: AMSTERDAM. THE HAGUE. Sub-Office:

HEAD AGENCY: BATAVIA. BRANCHES at: Singapore, Sourchaye Samarang, Indramajoo, Bandoeng and Weltevreden. CORRESPONDENTS at: Cheribon, Tera Pecalongan, Macassar, Pontanak, Padang. Medan, Penang, Rangoon, Calcutta Bombay, Madras, Colombo, Karachi, Dieddah, Bangkok, Saigon, Shanghai,

BANKERS: THE WILLIAMS DEAGONS BANK, London : Swiss BANKVEREIN. Paris: Comptoir National D'Escompte de Berlin: Dautschn Bank. Brussels: BANQUE DE PARIS ET DES PAYS BAS. Vienna: UNION BANK.

Rome: Banca Commercials Italiana. THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of tha World and transacts every description of Banking and Exchange business." INTEREST ALLOWED.

On Current-Account at the Rate of 2% per annum on the Daily Balances. On Fixed Despoist: 12 months 4% per annum C. WOLDRINGH Manager,

No. 16, Des V. ux Road Central. Hongkong, 1st April, 1908. FINE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER CAPITAL SUBSCRIBED ......Yen 5,000,000

HEAD OFFICE: TAIPER, FORMORA.

BRANCHES AND AGENCIES: Tainan Amoy Tameni Anping Nagasaki Foodbow Osaka Tokio Yokohama Keelung Shanghai **Bwatow** HONGKONG OFFICE: 3. DES VOUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be ha on application. D. TOHDOW. Manager. Hongkong, 5th April, 1907.

INTERNATIONAL PANKING ORPORATION.

CAPITAL PAID UP ... ... Gold \$3,250,000, = about Mex. \$7,222,222 ... Gold \$3,250,000, RESERVE FUND = about Mex. \$7,222,222 HEAD OFFICE: 60 Wall Street New York. LONDON OFFICE: Threadheedle House, E.C. Branches and Agents all over the World

LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED. THE CAPITAL & COUNTIES BANK, LIMITED BRANCHES and AGENTS all over the World.

The Corporation transacts every description of Banking and Exchange business, receives money Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:--For 12 months 44 per cent. per annum.

No. 9, Queen's Boad, Central, Hongkeng. W. M. ANDERSON, Manager, 752 Hongkong 8th April, 1908,

## NOTICES TO CONSIGNEES

AMERICAN ASIATIC 8.8. COMPANY. NOTICE TO CONSIGNEES.

FROM NEW YORK. TITE Steamship

"INDRAMAYO." Captain E. A. Thirkell, having arrived from the above Ports Consignees of cargo are herebyinformed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowlson and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be renamined on MONDAY, the 13th inst. at 3 P.M. All claims must be presented within fifteen days of the steamer's arrival here, after which.

date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject No Fire Insurance will be effected.

Bills of Lading will be countersigned by SHEWAN TOMES & CO. General Agents. Hongkoug, 6th July, 1908.

FROM EUROPE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SAXUNIA," Captain Habel, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY. Any Cargo impeding her discharge will be landed at Consignees' risk into the hezardons and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consigness

risk and expense. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst.

will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurence has been effected, HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 6th July, 1908.

8.8. "TOURANE," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE. CONSIGNEES of Cargo from London ex s.s. "Medoc" from Havre ex s.s. from Bordsaux ex s.s. "Ville d'Arras" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the basardous and or extra hazardous Godowns of the Hongkong Kowloo Wha f and Godown Co., Ld. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo wilt be forwarded on unless intimation is received from the Consignees before Noon To-DAY, requesting it to be lauded

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 13th July, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 13th July, or they will not be recognized. All damaged packages will be examined on,

MONDAY, the 18th July, at 3 P.M. No Fire Insurance has been affected. P. NALIN. Acting Agent. Hongkong, 6th July, 1908.

NAVIGAZIONE GENERALE-**ITALIANA** (Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES. FROM BOMBAY AND SINGAPORE THE Steamship

having arrived from the above Ports, Consigness of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 15th inst., or they will not be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining.

undelivered after the 13th inst., will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M.

No Fire Insurance has been effected. CARLOWITZ & CO.,

Hongkong, 6th July, 1908. NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

TI HE Steamship

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge will be landed

at Consignees risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the andersigned. DAVID SASSOON & Co. LCD.

A rents. Hongkong, 8th July, 1908. 1051

#### NEW CARTRIDGES.

Y Popular English Manufacturers. all Bores and Sizes. SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at \$6, 37 and \$7.50 per 100 SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited. WM. SCHMIDT & CO. Hongkong, 26th October, 1906.

#### INTIMATIONS

PRIVATE BOARD AND RESIDENCE GILLANDERS

"CLAREMONT." 2.& 4 Kunnudy Road. Hongkong, 9th February, 1907

DR. M. H. CHAUN,

latest Method of the AMERICAL SYSTEM of DENTISTRY. 33. QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907.

CIEN TING.

SURGEON DENTIST. No. 10, D'AUGILAR STREET

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905 575

BROWNING **AUTOMATIC** PISTOLS. POCKET

CALIBRE 7.65 m.m. CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSSEN & CO. Hongkong, 6th March, 1907.

UTOMATIO MAUSER PISTOLS.

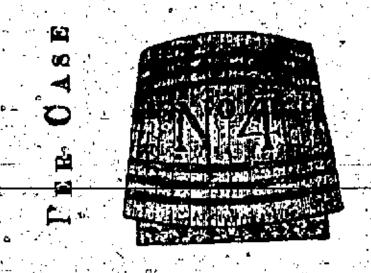
CALIBRE 7.63 m.m. Tth CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS. CARLOWITZ & CO. Agents. Hongkong, 13th March, 1907.



All Orders receive prompt attention. 594, QUEEN'S ROAD CENTRAL, HONGKONG. Hongkong, 20th February, 1908.

THEOTORY AND CHRONICLE

Copies may be obtained at the "Hongkong DAILY PRESS" OFFICE or from Booksellers throughout the Far East. Hongkong, 15th February, 1508.



## SCOTCH WHISKY

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A.S. WATSON & COLTD. As Supplied to the House of Connons.



BISHI DOCKYARD AND ENGINE WORKS, VACASARI.

CODE WORD: "DOCK," A.B.C., and Engineering Code Uses NEW DOCK NOW OPEN.

DOCK No. 3. Extreme Length ... Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... 884. Water on Blocks at Spring Tide 341 \_\_ DOCK No. 1. Extreme Langth... 523 feet. Length on Blooks ... 513-4 Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide 64 ..

DOCK No. 2. Extreme Length... 571 feet Length on Blooks Width of Entrance on Top ... 66 Width of Entrance on Bottom ... 53 Water on Blocks at Spring Tide 22 PATENT BLIP.

Sultable for vessels up to 1,000 THE WORKS are well equipped wit LATEST PLANTS and APPLI ANCES to undertake BULLDING REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL

A LARGE STOCK of MATERIAL always kept on hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P specially built for SALVAGE PURPOSES equipped with necessary gear. always ready Short Notice.

#### PARIS LETTER.

SUPPRAGETTES IN PARIS.

Paris, June 5. That the troublesome Suffragattes would sconer or later invade this beautiful and peaceful City was a foregone conclusion. Now that the Suffragettes have at last made their unwelcome appearance here, they admit that they will fine it a very difficult matter to enlist the support of their French sisters. Indeed, ever since the Suffragettes made London their head centre, and made complete fools of themselves, have their exploits been the object of ridicule in France. Frenchwomen have no sympathy to such "new women," and are not likely facilitate their work. The campaign which they have just started in Paris is no destined to be orowned with success; an attempt on their part to create a disturbance will be severely and mercilessly dealt with b the authorities who will not show as much leniency towards them as do the police in London where for months past they have given the authorities enough to do. M. Lépine, that exemplary Prefect of Police, of whom Parisians are so proud, is a man of action, more so than of words. While taking into account that the disturbers of the peace are women, he will not to speak, he was unconsciously standing in tolerate any nonsense from them, and since the line of fire. imprisonment is of no avail, he will quickly resort to a more effective system of punishment namely expulsion. As for French Suffragettes whose number is insignificant, they too, will be quickly brought to their senses.

Though the Suffragettes have invaded the French capital in force, and promise to become more or less a new factor in French political life, they will not be allowed to carry on to the same extent as they are doing in England Parisians so far have decided to try ridicule as a first means of checking the progress of the new invaders. The suffragettes-many of whom have come over purposely from London-are determined to go on with their work as seriously as possible, in spite of the opposition. After doing all they can to make "converts" Paris, they propose touring the Provinces, Very hostile receptions are certain to be encountered during their campaign period. The Paris suffragettes who have constituted themselves into a body under the attractive name of not doing their work as capably and as accuratethe "League of the Solidarity of Women" are sanguine of at least creating an impression, if not entirely successful. The members of the League who are naturally great admirers their sisters' work in England are resolved "to do or die." The President of the League—a most enterprising lady and a capable leader, declares that as soon as women got into the Parliaments of the nations, war would be forthwith abolished, while the pride and protonsions of men would be lowered. Time will prove whether life will lose some of it. picturesqueness when women are the equal of men. In the opinion of the President of the League who is a lady-doctor who is anything but an admirer of men, judging from her speech at a meeting a, few evenings ago, it is time women displayed greater pluck, and should themselves be less afraid of the stronger sex, whose superiors, if not their equals they should be by this time the world over. Woman's Suffrage must be insisted upon at all cost henceforth, until secured. It is time men lost some of the illusions they nurse about themselver, and that women be greater gainers in dignity... "Would it be such a great lose if women ceased to decorate their hats with the remains of birds, flowers, fruits, aye, and regetables? "asked the speaker who wears he hair short, and whose dress-although she has no as yet discarded the skirt-is of a decidedly mascaline cut. The President concluded her rousing speech by asking the audience "Why was it supposed to be women's destiny to be child-bearers?" A question which caused great laughter. "Women were no more

object of women's creation." THE SHOOTING AT MAJOR DREYFUS. Very regrettable was the attempt to shoot Major Drayfus as he was coming out yesterday of the Pantheon, where he had been present at the ceremony of transfering Emile Zola's remains to the Pantheon. Had it not been for the Major's brother who struck aside the would be assassin's arm as the latter fired the second shot there is no doubt, a fatal tragedy would have resulted. The incident created considerable commotion, the more so, as for a few minutes, those present thought President Fallières who was standing close by the Major a the time had been shot at. A great cheen and the waving of hats and handkerchiefs were the first intimations to the vast congregation that President Fallières was uninjured. The dastardly outrage occurred just after the imposing and solemn ceremony had terminated with the singing of the Chant du Départ ly the choir of the Conservatoire The President, M. Clemenceau, and the other Ministers were filing out, after shaking hands with Madame Zula, when two shots were fired which led to a scene of indescribable confusion. Major Dreyfus' assailant, M. Gregori, military editor of the "Gaulois" who was immediately by the infuriated mob is 60 years of age, and is the composition please for maint sining the arrested, and narrowly escaped being lynched a short, thick-set, middle-aged man. The Major whose wound in the arm is happily not daugerous was at once removed to the Mairie of the Fifth District, where Dr. Pozzi soon attended him Though the bullet had penetrated the forearm somewhat deeply, it had not reached the bone. The other bullet, thanks to the Major's

Porother's prompt action struck one of the

columns of the Pantheon. The whole affair

is a question of revenge and hatred, for

though recognised absolutely innocent by Law.

specially fitted for this than men." Howl.

and shricks rent the hall at this novel declara-

tion, whereupon the speaker, thinking perhaps

she might have expressed herself differently

hastened to add (when she could obtain a

hearing), "At least, that was not the primary

ome of the Major's bitterest enemies will never forgive him. When it was decided to place the late Emile Zola's body in the Pantheon there was an outery raised by the Marquis de Montebello, who argued that the national sepulchre would be descrated, and the illustrious dead resting within its walls dishonoured by presence of Zola. The Marquis claimed a right to be heard as descendent of Marchal Lannes of Essling fame and demanded that the bones is the very foundation of good health, while of Lonnes should be removed from the Pantheon if the remains of Zola were to rest there. The Nationalist Press follwed up the letter with disgraceful attacks on Zols, some of much acerbity, in support of the Marquis's demand and the attempt to assassinate Drayfus which is not the first attempt by a good many-is the corollary of the outery. It will be remembered that the unfortunate Dreyfus -- whose exist tence of late is not much better than eminent novelist. The synsation is likely to lead to considerable political strife once m ore, though there is nothing to be gained by making the Major's life more miserable than what it actually is, or again upsatting the whole coun try over a very painful affair, which as everyone knows has been satisfactorily settled. President Fallières had not the less a narrow escape, as so

France, like Germany has come to the logical conclusion that State Railways are a Iailu and much too costly a "white elephant" to keep up any longer. This is why State Rallways in France will soon become a thing of the past It is no longer a secret that the railways in the hands of the Government cost more to manage than those worked by private companies. M. Caillaux. Minister of France states that the falling off in the net receipts from the lines owned by the Government, is due to the increase of the expenses of working. The service of the trains has had to be im proved, and the rolling stock has had to be kept up to the mark, and this, with the increased | indigestio 1. cost of materials, has caused a rise in the expenses. The smount which has had to be paid and unpunctuality, goes to show that the staff is ly as they should. Very few, if any, will be surprised to hear that the working of the railways-not many of them happily-by the State in France has turned out a complete failure, and for this good reason, are to be abandoned as goon as possible.

STATE BAILWAYS A FAILURE.

THE RETURN OF THE PRESIDENT. President, Fallières looking the picture health and happiness received a tremendous ovation on his safe return to Paris from London, where he certainly spent four of the most enjoyable days in his life. The ontside of the Gare du Nord was thronged as the President stepped into his carriage raised most hearty cheers in his honour. From the Gare du Nord to the Palais de l'Elytée the streets were crowded with spectators who cordially welcomed the President to Home Sweet Home." M. Fallieres who had had a rough crossing was glad to get to his bed early. Ever since his return he has been praising London which capital he graciously describes as 'Ly bells cité de Londres"-, a compliment for which Englishmen should be specially grateful, as it is not often that that Capital of the British Empire-on which the sun never sets so referred to. London, however looked in its best form while the French Chi of State was enjoying its proverbial hospitality. Thousands of Parisians have made up their mind to spend their summer holidays in England this year, and pay a brief visit to London before returning home.

Coppé : the other day, were greatly surprised at seeing among the mourners several blind people. being led by friends. The natural modesty of the French poet was such that very few people were aware how Coppés had consecrated a great part of his life to assisting these afflicted with the loss of sight, and took an active interest as president in one of the most important homes for the blind. This sympathy towards the sightless dated from quite an early period in his career, when as a young and unknown poet he recited some of his first efforts at the Institution for Blind Children on the Boulevard des Invalides. Almost his last walk was to inspect the new home for the blind, established in the Rue Dueve, which he inspected with great

interest from top to bottom. So charmed is the Paris Press with reception accorded to President Fallières in London, that it is a source of great pleasure to it to continu to discuss the question of a possible further development of the Entente Cordiale. As President Fallieres was in reality a messenger of peace to London so will King Edward be a messenger of peace to Russis. The "Gil Blas" firmly believes than an alliance will succeed the Entente with England. The egginess of the French Press will not alter the plans of King Edward - who has pone to Russia on business -or President Fall res'. There is plenty of 'time to form an "alliance" such as so many. people wish to see in France. A great deal has Silver yet to be done before such a step is taken. when King Edward returns from Russia, the French will hear father good news as to His world's pears. Dinionses must first pare the way, and this is precisely what King Edward.

is doing by going to Revel, to meet his nephew HOW TO BE BEAUTIFUL Keep your complexion, Mrs. Ellen's Crême Charmante, Lait

Charment and Special Skin Tonic and Poudra

Charmant will enable you to do it. Her

Specialities for the Skin are the study of a

lifetime. A S. Watson & Co., Ltd., Sole Agents

VITAL ENERGY.

GET AND KEEP IT. Do you feel that you have all the energy, the vital force, the sparkling flush of good health that should naturally be yours? Or are you often obliged to admit that you do not really feel as bright and energetic as you would like to feel? And do you know that good digestion indigestion is the source of a hundred bodily sobes and wasknesses

You cannot feel well or be well unless your body is properly nourished, and your body cannot be nourished unless your food is digested. When food produces pain at your chest and between your shoulders—when you are troubled by constipation, headache, naussa, dizziness, wind, palpitation of the heart-when ordinary daily tasks seem beyond your power to accompliah—then you may feel cortain that indiges-

Let all such sufferers take Mother Seigel' living death—owes his freedom to the late Syrup, and they will not be disappointed. Mother Seigel's Syrup gently stimulates the stomach, liver, and bowels to natural healthy action, and so makes indigestion impossible. Mother Seigel's Syrup is a purely herbal remedy, mild yet certain in its action. purifies the blood, ensures good digestion, and thus tones, nourishes and invigorates the entire system. During the past forty years, thousands of people in all parts of the world have testified

from actual experience to its curative power. Mr. A. Bertram Treacher, an active business man, living at 8. Durasford Avenue Wimbledon Park, London, S.W., writes thus on January 2nd, 1903 :- " My sufferings from indigestion have been happily ended by Mother Seigel's Syrup. Three years ago I began to be troubled with pain at my chest after eating. At first it was not very severe, but as time went on it gradually became intense. I became alarmingly ill and had to be taken to a hospital. I received some benefit from my treatment there; but it disappeared almost as soon as I had left, and a little while afterwards my condition was worse than ever.

"About that time my attention was called to Mother Seigel's Syrup, and I decided to try that remedy. The first few doses produced little or no effect but in two or three days there was some abatement of my trouble. Mine was an obstinate case, and I took in all nearly two dezen bottles; but the result is more than worth it for ever since I have been entirely free from

Mother Seigel's Syrup is now also prepared in Tablet form, and sold under the name of as compensation for accidents, loss of property, | Mother Seigel's Syrup Tablets. Price 2/9 per bottle one size only.

> GREAT BRITISH STEEL TRADE RECKONINGS BY MILLIONS

The Iron and Steet Trades Journal says it is in a position to state definitely that the proposed combination in the British steel trade has been accomplished, and that the leading firms of this country, of Germany, Russia, and the United States, are allied in the combination. Communications which have reached the offices of the newspaper all go to prove that his is "the most gigantic movement of its kind that has ever been set on foot in this country." Inquiries show that in all probability producers of Welsh steel plates, angles, &c, will eventually be found with a sympathetic cosmopolitan crowd, who in the combination but the steel timplate industry, which belongs peculiarly to Wales, will according to competent authorities, not be included in the proposed combina-The new movement, the journal adds, will mean an extensive addition to the works which are concerned with and will involve a capital outlay of several millions sterling. "As one firm tells us," says the article from which quotation is here made "the combination will usurp practically the steel trade of the United Kingdom, and at same time be in a position to compete with the greatest foreign producing steel works. The capital outlay, we understand, will amount to 75

from the correspondence before us, it is not all unlikely that the capital will be increased to the extent of 125 millions ste ling. In connection with this combination we are authoritatively informed that the bigasteel works in South Wales are not concerned in the proposed steel combine. The whole idea of this combine is to bring about a workable basis of agreement between the companies who have amaigamated, and it is not at all unlikely that Parisians who attended the funeral of François the products of the newly-formed combine will be placed upon the market at rates much lower than those now flactuating at the instance of individual manufacturers. The real object of the combine will be to concentrate the control of the international export trade. This proposal is strongly urged and supported by the Continental and United States syndicates who are working in harmony with all interested pro-

millions sterling, and from what we can gather

ducers in the United Kingdom." The Press Association says: Inquiries made in the best informed quarters in Sheffield tond to discredit the reports as to a general steel combine. One firm which has been mentioned denies that it is in any way concerned willi

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Clusing of the Indian Mints to the Free Coinage of

FROM 1893 TO 1905:

RATES FOR SOVEREIGNS, GOLI LEAF, BAR SILVER (From 1900). Princial Case

On Sale at the "DAILY PRESS" Office, o Local Booksellers.

NOTICE TO KOWLOON RESIDENTS

MAXTRA COPIES, of Daily Press are onsale daily at the following stores :---KOWLO IN B LOK STALL, Ferry Wharf Messrs. H. RUTTONJEE & SONS, Kow loon Store, No. 36; Elgin Road, Messrs. HUNG; CHEUNG, Elgin Road. Mr. AH YAW, Hongkong Ferry Wharf Stall

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Kaiser · Franz Josef I. Austrian cruiser, 4,308 Linienschiffskapitaen. Wilhelm Pacher Northern Waters

Achéron, armoured gunboat, 1,830 tons, 8 guns 1,700 h.p., Lieut. Bertrand, Saigon Alger, 2nd class orniser, 4,320 tone, 22 guns, 5,100 h.p., Commander Fournier, Saigon Alonette, guilbost, 506 tons, 7 guns, 400 h.p., Commander Badin, Saigon

Argus, river gunboat, 180 tons, 6 guns, 570 h.p. Lieut Audouard, Hongkong Balonnette, gunboat, 170 tons, Reserve, Saigon Bouclier, gunboat, 140 tons, Reserve, Saigon Bruix, armoured cruiser, 4,800 tons, 16 gans, 8,300 h.p., Capt. Rochas, Hongkong Cimeterre, gunboat, 140 tons, Reserve, Saigon

Comète, gunboat 500 tons, 6 guns, 500 h.p., Capt. L. Gervais, Saigon Coronade, gunboat, 184 tons, Reserve, Saigon Décidée, gunboat, 630 tons, 10 guns, 900 h.p., Lieut, de Linards, Shanghai

D'Entrecasteaux, 1st class armoured oruiser, 8,200 tons, 26 gaus, 13,500 h.p., Captain Thibault, Shanghai Estoc, gunboat, 141 tons, Reserve, Haiphong Esturgeon, sub-marine, 70 tons, 60 h.p., Lient.

Combet, Saigon Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p.; Henri Rivière, river gunboat, 150 tons, 6 guns

152 h.p., Haiphang Jacquin, gunboat, 200 tons, Reserve, Haiphong Lion, gunboat, 500 tons, Reserve, Saigon Lynx, sub-marine, 70\_tons, 6 h.p., Lieut, Marrs.

Manche, surveying ship, 1,625 tons, 10 guns, 500 n.p., Commander Ragot de la Touche, Monsquet, destroyer, 300 tons, 7 gans, 6,300 b.p., Commander de la Roche Kerandraon,

Olry, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Maindreville, Upper Yangtze Peiho, river gamboat, 130 tons, 4 guns, 280 h.p. Lieut. Puech, Tongku

Perle sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongay

Protée, sub-marine, 70 tons, 60 h.p., Lieut Morris, Saigon Redoutable, battleship, (reserve) 9,330 tons 87 guns, 6,200 h.p., Capt. Drouet, Saigen Styx, armoured gunboat, 1,800 tons, 8 guns

1,600 h.p. Lieut, Boriot, Saigon. Takiang, steam Jaunch, Upper Yangtese Takou, destroyer, 280 tons, 6 guns 6,500 h.p -In Reserve, Saigon-Vanban, torpedo-depot, Commander Mortenol.

Vétéran, torpedo-depot, Lieut. Bibel, Cap Baint-Jacques Vigilante, river ganboat, 180 tons, 6 guns, 7 h.p., Lieut, Damonlin, Sikiang Vipère, gunboat, 475 tons, Reserve, Saigon

Arcons, cruiser, 2719 tons, Captain von Hippe-Furst Bismarck, (flagship), 11000 tons, 36 guns, 14000 h.p., Kontre-Admiral Coorper,

Shanghai Iltis, gunboat, 1000 tons, 10 guns, 1300 h.p., Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p.

Captain Graf von Posadowsky-Webner-Leipzig, cruiser, Captain Engel Luchs, gunboat 850 tons, 10 guns, 1344 h.p. Captain Bölken Niobe, cruiser, Captain Langemak

liger, gunboat, 900 tons, 10 guns, 1300 h.p., Captain v. Koss Tsingtau, gunboat, 170 tone, 5 guns, 1300 h.p. Captain Ross Vaterland, ganboat,—tons, 3 guns, 500 h.p.

Captain Tonssaint Vorwaerts, gunboat, First Lieut. Riechers esuvio, cruiser, 2145 tons Baron de Sain

Rio Lima, cruiser, 720, tons, 7 guns, Macao.

UNITED STATES. Barry, destroyer, 420 tons, Ens. David Lyons Callao, gunboat, 243 tons, Lt. Guy Whitlock

Shanghai Chauncey, destroyer, 420 tons, Lt. Frank McCrary, Cavite Chattanooga, cruiser, 3200 tons, Commander R. C. Smith, Swatow

Cleveland, cruiser 3200 tons, Commander J. T. Newton, Cavite Colorado, armoured cruiser, 13,680 tons, Captair S. H. Stancton, Craising Concord, gunbest, 1710 tons, Commander J H. Sears, Shanghai Dale, destroyer, 420-tons, Ens. G. V. Stewart.

Decatur, destroyer, 420 tons, Ens. C. W Nimits, Carito Denver, eruiser, 3200 tons, Commander W. Caperton, Shanghai

Galveston, cruiser, 3200 tons, Commander B. W. Hodges Mapila Helena gunboat, 1392 tons, Commander R. M. Hughes -- hangbai Maryland, armoured cruiser, 13,680 tons, Capt. C. Themas, Crnising Mchican, (station ship), Lieut.-Commander M

Monudadek, monitor, 4000 tons, Lt. Commander Miller, Olongapo Monterey, monitor, 4000 tons, Lt. D. W. Todd, Pennsylvania, armonred cruiser, 13,680 tons

Capt. A. Ward, Cruising Quiros, gunboat, 350 tons, Lt. H. P. Perrill,



BHIPPING.

Palembang 2nd July, Kerosine Oil-Arnhold, Karberg & Co. . FOOCHOW. British str., 1,227, E. French, 9th July-Wuhu 4th July, Rice-Butterfield

JOSHIN MARU, Japaneselstr., 702, H. S. Smith 9th July-Tamsui via Amoy and Swatow 8th July, General-Osaka Shosen Kaisha. KJELD, Norwegian str., 210, Helierve, 9th July
-Langkat 30th June, Kerosine-Order. KNIVSBERG, German str. 646, Henk, 9th July -Kwang-Chow-Wan July 5th, and Macao

8th, General-Jebsen & Co. KWANGTAH, Chinese str., 9th July-Canton, Kweilin, British str., 1,026, Hards, 8th July Yangteze Ports 4th July, General Butterfield & Swire. KWEIYANO, British str., 8th July-Canton.

LOCKSUN, German str., 1,620, W. Taubert, 8th-July-Bangkok 30th June, Rice-Norddentscher bloyd. MARMORA, British str, 5,239, G. H. C. Weston, R.N.R., 9th July-Bombay 25th June, and Singapore 5th July, Mails and General-P. & O. S. N. Co.

MENETAUS. British str., 3,066, R. J. Wcodget, 9th July-Singapore 3rd July, General-Bulterfield & Swire. PROMETREUS, Nor. str., 1,023, O. Kornelinssen,

9th July - Saigon 4th July, Rice -Asgaard, Thoresen & Co. SANURI MARU, Japanese atr., 3,789, S. J. G. Parsons, 9th July-London and Singapore

4th July, General-Nippon Yusen Kaisha SHANTUNG, German str., 1,000, C. Gosewitch, 8th July-Bangkok 30th June, Rice-Bulterfield & Swire. TIENTSIN, British str., 1 227, E. Monkman, 9th

July-Wakamatsu 3rd July, Coals-Mitsui Burgan Kaisha. FVOLUTE, British str., 2,599, Scott, 8th July-Tientsin lat July, Ballast - Arnhold, Karbern & Co. ZWEENA, Britishstr., 941, A. Ramsay, 9th July

-Samarang 26th June, Sugar-Chinese, CLEARANCES AT THE HARBOUR MASTER'S OFFICE,

9th July. Carl Diederichsen, German str., for Haiphong. Derwent, British str., for Saigon. Elaz, British str., for Canton. Foochow, British str., for Canton. Hupeh, British str., for Hoibow. Kweilin, British str., for Canton. Marmora British str., for Shanghai, Menelaus, British str., for Japan. Nikko Maru, Jap. str., for Manila & Australia. Phranang, German str., for Bangkok.

DEPARTURES.

BUJUN MARU, Japanese str., for Swatow. CHEONGSHING. British str., for Canton. DAGNY, Norwegian str., for Canton. ELLA, German str., for Viadivostock. HANGSANG, British str., for Canton. KIANGPING, Chinese str., for Chinking. Knivsberg, German str., for Swatow, KORAT, German str., for Bangkok... KWANGTAU, Chinese str., for Shanghai. MANDASAN MARU, Jap. str., for Knohinolzu. NANSHAN, British str., for Swatow. OANFA, British str., for Kuchinotzu & Scattle. PEIHO, British str., for Simpsonbafen. SAXONIA, German str, for Shanghai. BERAMSTAD Norwegian str., for Saigon. TAISHUN, Chinese str., for Canton. VOLUTE, British str., for Palembang.

SHIPPING REPORTS The British str. Foochow reports: Light monsoon and fine westher. The British str. Tientsin reports: Moderate S. W. monsoon and fine clear weather.

> VESSELS IN DOCK. July 9th.

ABBEDREN DOCKS .--ROWLOON DOCKS-Sorsogon, Fiume, Court-field, l'owhotan, Prinz Waldemar, Han Prny, Guadiana, Cranley, Monteagle. COSMOPOLITAN DCCKB .- Sungkiang.

VESSELS PASSED ANJER. June 12, British str. Dalhauna, April 8, from New York.

June 21, British str. Islander, Wright, June 19, from Singapore, for Christmas Island. June 22, British str. Diomed, Farible, June 22, from Batavia, for Amsterdam. June 25, German sir. Osnabrueck, Prohn, June 24, from Tjilatjap, for Batavis.
British etr. Islander, Wright, June 23, from Christmas Island, for Singapore. June 27, Dutch str. Wilis, v. d. Putte, May 23, from Rotterdam, for Batavia. Dutch str. Ixion, de Boer, May 8, from Amsterdam, for Batavia.

### VESSELS ON THE BERTH

Batavia, for Delaware Breakwater.

British str. Glenely, Hart, June 27, from

NAVIGAZIONE GENERALE ITALIANA. (Floric and Rubattine-United Companies.) STEAM FOR BOMBAY

SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to FORT SAID, MESSINA, NAPLES, LEGHORN and GENCA, also VENICE and TRIESTE, all MEDITER-

DANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship .

"CAPRI," Captain Pedone, will be despatched as above-TO DAY, the 10th July, at NOON. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

Hongkong, lat July 1913 DOUGLAS STEAMSHIP COMPANY.

LIMITED. FOR SWATOW, AMOY AND FOOCHOW.

FIHE Company's Steamship

"HAIMUN." Captain Robson, will be despatched for the above Ports TO-DAY, the 10th-inst., at 2 P.M. A reduction of 20 per cent. on First Class Feres to Foochow, will be made during the Months, of July August and September. For Freight or Passage, apply to

DOUGHAS, LAPRAIK & Co., General Managers. Hongkong, 7th July, 1908.

LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commenting from Green Island. Vessels anohoring nearest Kowloon are marked 'k" nearest Hongkong "h" midway between Hongkong and Kowleon "m," and those vessels berthed at the Kowleon Wharf "k.w." together with the number denoting she section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 8 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

SECTIONS.

DESCINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SUEZ CANAL		-Brit. str			McGergor Bros. & Gow	On 13th inst.
LONDON & ANTWERP	CABNARYONSKIRE	Brit, str Brit, str		R. A Potove	BHEWAN, TOMES & Co	On 18th inst. To-morrow, at Noon.
LONDON & C., VIA USUAL PORTS OF CALL	SOCOTEA				P. &. O. S. N. Co.	About 18th inst.
HAVRE & HAMBURG VIA STRAITS, &c	ISTBIA	Ger. str	k, w	Luning	HAMBURG-AMERIKA LINIE	On 26th inst.
HAVRE & HAMBURG VIA STRAITS, &c	BAXONIA	Ger. str.	K. W.	Jäger	HAMBURG-AMERIKA LININ	On 9th August. On 23rd August.
HAVRE & HAMBURG VIA STRAITS, &c	SILVIA 114 141 141	Ger. str Ger. str	K.W	Peter		On 6th September.
MARBEILLES, &c., VIA PORTS OF CALL	CALEDONIEN	Fr. str		Lemonnier	MESSAGERIES MARITIMES	On 21st inst, at 1 P.M.
Marseilles, London & Antwerp via Singapore, &c	SADO MARU	Jap. str			NIPPON YUSEN KAISHA	On 22nd inst., at D'light   About 30th inst.
MARSEILLES, ANTWERP & HAMBURG &c. MARSEILLES, LONDON, & ANTWESP VIA SINGAPORE &C.	C. FEED. LABISZ BINGO MARV	Ger. str Jap. str	k, w.	A. Christiansen	HAMBURG-AMBRIKA LIRIE	On 5th Aug., at D'light
NAPLES, GENOA, ALGIERS, GIBRALTAR, &C	GOBBEN	Ger. str	***	B. Wilhelmi	Миссивия & Со	On loth inst, at Noon.
TRIESTE, &c., via SINGAPORE, &c	NIPPON	Aus. str	1 <b>0708</b>	E. Tarabochia		About 25th inst. On 18th inst.
BOSTON: & NEW YORK	Monteagle	Brit. str	- 2 m.	410 411 644 418 has be	A control of the cont	To-morrow, at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c VANCOUVER VIA SHANGHAI JAPAN, &c	EMPRESS OF CHINA	Brit. str	lm.		UANADIAN PACIFIC B. Co	On 25th inst., at 4 P.M.
VICTORIA, B.C., & SEATTLE, WASH., &c	SHINANO MARU	Jap. str	<del></del>	K. Kawara		On 21st inst, at 4 P.M.
VICTORIA B.C., & TACOMA VIA JAPAN	EUVERIO	Am, str Jap. str		W. Shotton	Nippon Yusen Kaisha	On 23rd inst. On 4th August.
VICTORIA, B.C., & SEATTLE, WASH., &c AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Japa str.	_	T. Harrison	NIPPON YUSEN KAISHA	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA	PRING WALDEMAR.	Ger. str	<del>-</del>	W. von Senden	MELCHERS & Co.	On 16th inst., at 5 P.M.
AUSTRALIAN PORTS VIA TIMOR PORT DARWIN			- · · · · · · · · · · · · · · · · · · ·	P. T. Helms	GIBB, LIVINGSTON & CO BUTTERVIELD & SWIER	On 21st inst., at Noon. On 3rd Aug., at 4°P.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str	1 / /	N. Mathieson	NIPPON YUSBN KAISHA	On 7th Aug., at Noon.
VLADIVOSTOCK	· · · · · · · · · · · · · · · · · · ·	Brit. str		MacClelland	DODWELL & Co., LTD	About 15th inst.
KOBE AND YOKOHAMA	SANURI MARU			S. J. G. Parsons	NIPPON YUSEN KAISHA	To-day, P.M. On 5th Aug., at Noon.
NACASAKI, KOBE & YOKOHAMA	TJIKINI			H. Koops	Nippon Yusen Kaisha	Quick despatch.
JAPAN CHINGWANGTAO, JAPAN, AMERICA, &c	AMIRAL EXELMANS	Fren.str.			J. MILLET	On 25th inst.
TIENTSIN	-Chrongshing				JARDINE, MATHESON & Co. LD:	To-morrow, at Noon. On 14th inst., at 4 P.M.
CHEFOO & TIENTSIN	Kowloon				BUTTERFIELD & SWIRE	To-morrow,
TSINGTAU, NAGASAKI & VLADVOSTOCK	MARMORA		-   L	G. H. C. Weston, B.N.E	P. & O. S. N. Co	About 9th inst.
SHANGHAI	KWONGSANG	Brit. str		F. Wheeler	JARDINE, MATHESON & Co., L.D.	To-morrow at Noon. To-morrow, at 4 P.M.
SHANGHAI	SHAORBING			Bradley	JARDINE, MATHESON & Co., LD.	On 15th inst, at Noon,
SHANGHAI, YOKOHAMA, KOBE & MOJI	TT - 6	7. <b>1 </b>	1 * .	A. E. Sandbach	Jardine, Matheson & Co., Ld.	On 15th inst, at Noon.
I SHANGHAI. NAGASAKI. KOBE & YOKOHAMA	SCHARNHORST	Ger. str.		L. Mass	MEICHERS & CO	About 15th inst.  About 18th inst.
SHANGHAI, MOJI, KOBE & YOKUHAMA	STRIA			T Avelews	P. & O. S. N. Co	On 19th inst.
SHANGHAI, MOJI & KOBE	KAGESHIMA MARV ARMAND BEHIC			Guionnet	MESSAGERIES MARITIMES	On 20th inst., P.M.
SHANGHAI, YOKOHAMA & KOBE	Cry mrs	1 -	, k. w.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	HAMBURG-AMERIKA LIRIE	About 20th inst.
SHANGHAI, YOKOHAMA & KOBE	VANDALIA			Valisel	Hamburg-Amerika Linik Jaya-China-Japan Lijn	About 20th inst. Quick despatch.
HHANGHAI	Tripanas			Dowson	BUTTERFIELD & SWIBE	To-day, at 4 P.M.
TAMBÚF VIA SWATOW & AMOY	JOSHIN MARU	1 -		H. S. Smith	Obaka Shoben Kaisha	On 12th inst, at 9 A.M.
FOOCHOW & VLADIVOSTOCK	UUBONIA	College States		Daken	MELCHERS & Co.	'On 15th inst. To-day, at 2 P.M.
SWATOW AMOY & FOOCHOW	HAIMUN			Spink	Douglas Lapbaik & Co Butterfield & Swire	To-day, at 8 A.M.
HOIHOW & HAIPHONG		حور الشفاء بالافاساقية أأرار		T. Meyrick	Jardine, Matheson & Co., Ld	To-day, at 4 P.M.
MANILA	.	Brit, str. ,		Rodger	SHEWAN TOMES & Co	To-morrow, at Noon. On 14th inst., at 4 P.M.
MANILA	TEAN	1 10 L		S. J. Payne	Butterfield & Swire Jardine, Matheson & Co., Ld.	On 17th inst., at 4 P.M.
MANILA				R. Almond	SHEWAN, TOMBS & Co	On 18th inst:, at Noon.
CERU & ILOILO		Brit. str.	l m.	G. H. Pennefather	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.———————————————————————————————————
KUDAT & SANDAKAN	BORNEO				MELCHERS & Co	To-day, at Noon.
BOMBAY VIA SINGAPORE & PENANG	CAPEL			M. Winckler	NIPPON YUSEN KAISHA	On 14th inst.
BOMBAY VIA SINGAPORE & COLOMBO		Brit. str		M. B. Lake	Jaedine Matheson & Co., Ld.	On 18th inst., at Noon.
JAVA	FORESTDALE	Brit. str			BUTTERPIBLD & SWIRE	On 14th inst, at Noon. To-day, at Noon.
SOURABAYA (DIRECT)	, Shinchiku Maru		1 '	H. Yamamoto	JAVA-CHINA-JAPAN LIJN	
BATAVIA, CHERIBON, SAMARANG, &c			$\mathbf{J}_{\mathbf{v}} = \mathbf{v}$			

## OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

THE CO.'S 8.8.

LHAVING FRIDAY, 10th July, ("SHINCFIKU MARU" SOURABAYA (DIRECT)... ... Capt. H. YAMAMOTO | at NOON.

Z SUNDAY, 12th July, \* TAMBUI VIA LWATOW; "JOSHIN MARU" Capt. H. S. SMITH ] at 9 A.M.

There new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins A midships. Unrivalled Table c + Taking Carge on through Bilis of Lading to all Yangiere and Northern China Ports. For Freight. Passage, and forther information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Bongkong, 9th July, 1008.

Hongkong, 9th July, 1908.

T. ARIMA, Manager.



FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA BUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAL

TO SAIL "ARMAND BEHIC" SHANGHAI, KOBE Capt. Guionnet YOKOHAMA" . "CALEDONIEN MARSEILLES VIA PORTS Capt. Lemonnier -- l P.M. SHANGHAI, KOBE & "YARRA YOKOHAMA ... ....

Transhipping on the Co's Steamers at Singapore for Batavia; at Clombo for Calcutta. Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Th nigh Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway

For Further Particulars, apply to-

P. NALIN, ACTING AGENT, Queen's Building.



#### KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

Destinations.	STRAMBLS.	SAILING DATES 1908.
AS A TROPHER TIME TONIONN and	✓ QATIO MARIT Tone 6227	YWED DAI, 2200 JWY.
ANTWERP, via SINGA.	1 Capt. Geo. Anderson,	WED'DAY 5th Ang.
COLOMBO, and PUBLESALU	Cube we cutiensment your ones	,10
VICTORIA, B.C. and	S SHINANO MARU Capt. K. Kawara, Tons 6388	TUESDAY, 21st July,
SHANGHAI, MUJI, AUDE.	Capt. K. Kawara, Tons 6500 /	TUESDAY, 4th
YOKKAICHI, SHIMIDZU	J. Other Tri Paterni	August.
OVINDY AND METROHENT	NIKKO MARU	FRIDAY, 10th July,
via MANILA, THURSDAY	Capt. T. Harrison, Tons 5539)	FRIDAY, 7th August.
and BRISBANE	KUMANO MARU  Capt. N. Mathieson, Tons 5076	at Noon.
BOMBAY, via SINGAPORE,	Capt. S. J. G. Parsons	TUESDAY, 14th
	LA VACIONIMA MARI	LAUNDAY 1915
	I flant 'I' Arkkswa IDDS 3006	I DILLY
NAGASAKI, KOBE and YOKOHAMA	{YAWATA MARU Capt. K. Homma, Tons 3817}	at Noon.
Calling at Keelung.	‡ Cargo	only.

- Fitted with Marconi's System of Wireless Telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama. 1st and 2nd Class through Passengers have the option of travelling by Rail

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Diffical Branch Office in Prince's Buildings, First Floor, Chater Road

KUSUMOTO. MANAGER.

# MESSAGERIES MARITIMES.

## FRENCH MAIL LINES

STEAMERS. On 20th July, P.M. On 21st July, On 3rd Aug., P.M. Capt Sellier 10n 4th Aug., MARSEILLES VIA PORTS

Capt. Laucelin l P.M. from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

Hongkong, 8th July, 1908.

## NORTHERN PACIFIC LINE.

POSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
# SUVERIC	6,282 6,282 9,606 9,606	W. Shotton Cowley E. V. Roberts T. W. Garlick	On 23rd July. On 19th August. On 12th September. On_6th October.
	: \$ Steer	age Passengers only.	

OHEAP FARES, EXCELLENT ACCOMMODATION, CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

\* The twin-screw S.B. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to-DODWELL & CO., LIMITED. GENERAL AGENTS.

Quant's Buildings. Hongkong, 2nd July. 190

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

#### THE Steamship

"MALTA,"

Peters, carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATUR. DAY, the 11th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's assumed China, '8,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Bilk and Valuables, all cargo for France and

transhipped at Colombo into the mail steamer proceeding to Marseilles and London, other from Bombay by the R.M.S. "ABABIA," due in London on the 23rd August, 1908. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

Ten for London (under arrangement will be

F. J. ABBOTT Acting Superintendent. Hongkong. 30th June; 1908.

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON AND ANTWERP

THE Steamshi

"CARNARVONSHIRE" Will be despatched for the above Ports on MONDAY, the 13th July, 1908. For Freight or Passage, apply to

SHEWAN TOMES & CO., Agenta, Hongkong, 9th July, 1908.

VIA SUEZ CANAL.

"GLEN" LINE OF STEAM PACKET FOR LONDON AND ANTWERP

THE Steamship

"GLENAYON," Captain Wolfenden, will be despatched as above on MONDAY, the 18th July. For Freight apply to McGREGOR BROS. & GOW. Hongkong, 7th July, 1908.

FOR VLADIVOSTOCK.

THE Steamship

"ORANGE BRANCH" Captain MacClelland, will be despatched for the above Port on or about the 15th July, 1908, For Freight and further particulars, apply to DODWELL & CO., LID.

Hongkong, 4th July, 1908.

SERVICE REGULAR LIBERTY TO CALL AT MALABAB COAST).

PROPOSED SAILINGS PROM HONGKONG

FOR BOSTON AND NEW YORK. B.S. "SURUGA" ... 18th July. For Freight and further information, apply to DODWELL & CO., LD.,

Agents: Hon kong, 29th June, 1908.

EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADBLAIDE, NEW ZEALAND, TABMANIA, &C.

THE Steamship....

"EMPIRE,"

Captain Helms, will be despatched as above on TUESDAY, 21st July, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provitions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon

are carried. N.B .- To assure the additional comfort of passengers the steamers of the Company haveelectric fans fitted in staterooms. For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents. Hongkong, 30th June, 1908. AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG. CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRAZIESto Phesian Gulf, Red Sea, Black SEA, LEVANT, VENICE and ADRIATIS PORTS.

THE Company's Steamship

"NIPPON," Capt. T. Tarabochia, will be despatched as above on or about the 25th July. This steamer has capital accommodation for passengers, electric light and carries a doctor... For information as to Passage and Freight

SANDER, WIELER & Co.. Hongkong, 26th Jane, 1908.

#### MAIL TABLES FOR 1908.

Shows the dates of departure of the Mail. to Europe and America, and the dates of their expected arrival at their destinations, as well at the dates of return Mails.

Mounted on Card ... ... On Paper On Bale at the Hongkong Daily Press

Hongkong, 17th January, 908,

#### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

POR	STRAMBLE	TO SAIL - RUMARES.
BHANGHAI	MARMORA	About 9th   Freight and   Passage.
LONDON VIA USUAL I	Capt. R. A. Peters	Noon, 11th   See Special July   Advertisement.
BHANGHAI MOJI, K	OBE SYRIA	} About 18th   Freight and Passage.
LONDON and ANTW. VIA SINGAPORE, I	PORT   Capt. W. R. Hickey	About 18th July Freight only.
SAID and MARSEILLES.	41144	

For further Particulars, app.

F. J. ABBOTT

Acting Superintendent.

Hongkong, 6th July, 1988.

NAVIGATION CO..

POB	STEAMERS	TO BAIL
TATOUNG TEATOUONG	"HUPEH"	On 10th July, 8 AM.
HOTHOW WILL DATE TO A COLUMN	VANG "KWEIYANG"	On 10th July, 4 P.M.
AMOY, CHEFOO and NEWCHY	T " GAT VALLEY "	On 11th July, 4 P.M.
COURT A NIZELLI A I	T BEAUTION WAS	On 14th July, Noon.
TAVA	THE THE THE PARTY OF THE PARTY	On 14th Tale 4 Days
	T T T T T T T T T T T T T T T T T T T	On 14th July, 4 P.M.
CHEFOO and TIENTSIN	T " HULURU IV	On 14th July, 4 P.M.
CEBU and ILOILO	• "SUNGKIANG"	On 15th July, 4 P.M.
MANILA ZAMBOANGA, TH	URS-1	
DAY ISLAND, COOKTO	OWN I	/ 🛦
A TRAIN BOWNEVII	7. 10	
CAIRNS, TOWNSVII	with > 1 "TAIYUAN"	On 3rd Ang. 4 P.M.
BRISRANE SIDNE!	-MICE S. T. TUTTOWN	
The making and the TANMA	N. I.A.	· · · · · · · · · · · · · · · · · · ·

NEW ZEALAND, ADELAIDE, MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dinning

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughont and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. SHANGHAL STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtaze and Northern China Ports.

REDUCED BALOON FARES, SINGLE AND RETURN, TO MANILA ANI AUSTRALIAN PORTS.

For Freight or Passage, apply to-Hongkong, 9th July, 1908.

BUTTERFIELD & SWIRE, AGENTS.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HON	GKONG (SUBJE	CT TO ALTERATION).
- MANILA	"YUENSANG	Gatanday 10th July, 2 P.M.
+ SHANGHAI	CHEONGRING,	Saturday 11th July, Noon.
	" IN ILIU SECONDO CO	
*BINGAPORE, PENANG & CALCULTA	"HAMBARG	Doggetteril) acces a mail acces
PROPERT PAI	AI	PAN.

RELUKY TOURS OCCUPYING 24 DAYS.

The steamers "Kursano," "Namsano" and "Fooksano" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Bleamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. + Taking Cargo on Through Bills of Lading to Yangtese Porte, Caeloo, Tientein and Newchwang.

Telephone No. 61 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 9th July, 1908.

#### HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

THAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseil'es, Genos, and other Mediterranean, Levantine, Black Soa and Baltic Ports,

and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.	
FOR SHANGHAI, YOKOHAMA & KOBE:  8.8. SILVIA About 20th July	For
D.O. D.D.	For
FOR SHANGHAI, YOROHAMA & KOBE: S.S. VANDALIA About 20th July	For
VATOURIA & KORE	For

HOMEWARD.

R HAVRE & HAMBURG: SS. ISTRIA ... ... 26th July e Marsbilles Antwerp & Hamburg! S.S. C. FERD. LAEISZ About 30th July R HAVRE & HAMBURG: ... 9th Aug. E.S. SAXONIA B HAVRE & HAMBURG:

FOR SHANGHAI, YOROHAMA & KOBE S.S. SILVIA ... ... 23rd Aug. S.S. SLAVONIA ... About 28th July S.S. SLAVONIA ... ... 6th Sept. COAST SERVICE. S.S. KOWLOON FOR TSINGTAU, NAGASAKI & VLADIVOSTOCK On 11th July.

Further Particulars, apply to-HAMBURG-AMERIKA Hongkong Office. Hongkong, 10th July, 1908.

### NORDDEUTSCHER LLOYD. IMPERIAL GERMAN LINES.

	LIRAMBES TO SAIL.	
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON,	GOEBEN," } Wed'day, 1. Capt. B. WILHELMI } July, at No.	5th on
ANTWERP & HAMBURG SHANGHAI, NAGASAKI, KOBE	"SCHARNHORST" . , About Wed'd	lay
and VARITHABLE in the '''	Capt. L. MAASS 15th July.	
MANICA NEWGUINEA, BILIS	PRINZ WALDEMAR"   Thursday, I	Dυ
BANE STONEY MELEOURNE	Capt. W. v. Skapen j July at 5	lpain.

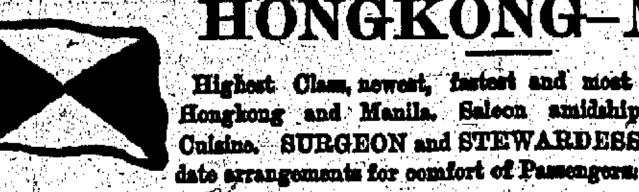
For further Particulars, apply to

RUDAT & BANDAKAN ... ...

NORDDEUTSCHER LLOYD, MELOHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

HONGKONG-MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, Salcon amidships, Electric Light, Perfect Culsino. SURGEON and STEWARDESS carried. All the most up-to-

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

 ZAFIRO	2540	R. Rodger	Manila	On 11th July, Noon.
BUBI	100		Manila	On 18th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS

Hongkong, 6th July, 1908

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

GOTHENBURG.

DESCINATION

FOOCHOW & YLADIVOSTOCK

DATE OF SAILING. STELMERS "CURONIA" ...... On 15th July "

For Further Particulars, apply to Hongkong, 28th June, 1908.

MELCHERS & CO. AGENTS.

### CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

	OPOSED SAILINGS.	(Subject to Alteration). LHAVE HONGKONG	ARRIVE VANCOUVE
R.M.S. "MONTEAGLE"	Tons 6,163	SATURDAY, 11th Ju	ly 4th Ang.
TWDDESS OF CHIN	A." 6.000	SATURDAY, 25th Ju	ly 15th Aug.
"GLENFARG"	3,700 ,,	WEDNESDAY, 9th Se	pt 8th Oct.
OUR PRESS OF INDIA	4 " 6,000 .,	THURSDAY, 24th Se THURSDAY, 22nd C	pt 12th Oct. ct 9th Nov.
"EMPRESS OF JAPA"  * S.S. "LENNOX" and "			

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.

8.8. "MONTEAGE," "LENNOX" and "GLENFARG" at 12 Noon. TYPE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14.500 tons register, thus providing a comfortable and speely through route to Europe. Hongkong to London, 1st Class .....via Candian Atlantic Ports or New York 271.10 Intermediate on Steamers £40, -,

and 1st Class Railways ... 5 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Candian; Pacific direct Line. R.M.S. "MONTEAGLE," carries Intermediate Persengers only, at Intermediate rates affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

> D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier.

### CHARGEURS REUNIS FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD

OUTWARD via Suzz :- Antwerp, Dunkirk, la Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwantso, (Peking Tientsin,) Kobe, Yokohama. GENOA to HONGKONG in 30 DAYS. NAPLES to Hongkong in 29 DAYS. Unique Opportunityto make a Tour in North China and Japan with Great Speed,

Safety and Comfort. TRANSPACIFIC: - Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY. Passengers to Overland and Europe | via Vancouver YOKOHAMA to VANCOUVER . 13 DAYS YOKOHAMA to LONDON and PARIS 28 DAYS

HOMEWARD via Magellan Straits: -- Mexico, River Plate, Brazil, La Pallice, Liverpool. PROPOSED SAILINGS

... 12th Oct. + AMIRAU EXELMANS 25th July **MALTE ≅** CEYLAN 11th Jan. 09 = OUESSANT ... ... 27th Aug. - CORSE 1 No Passengers. + Intermediate Class and Rates of Passage.

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats. For Further Particulars, apply to-P. NALIN, ACTING AGENT,

FRENCH MAIL OFFICE. Hongkong, 4th June, 1908,

THOS. COOK & SON, TOURIST, STEAMSHIE & FORWARDING AGENTS,

BANKERS, &co. HEAD OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-1

SIBERIAN BAILWAY. TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forward ed and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

Head Office for the Far East:-16, DES VŒUX ROAD HONGKUNG.

Japan Office: 14, WATER STREET. YOKOHAMA.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA. CHINA AND JAPAN.

STEAMBR	FROM	Expected On ob Adout	WILL LHAVE FOR	ON OR ABOUT
TJIMAHI "	SHANĞHAI	First half of July	JAVA	First half of
TJIPANAS	JAYA	First half of	SHANGHAI	Second half of July
TJIBODAS	JAPAN	Second half of July	JAVA	Second half of
TJIKINI	JAVA'	Second half of July	JAPAN	Second half of
TJILIWONG.	JAPAN	First half of	JAVA	First half of
TJILATJAP	JAVA	Aug. First half of Aug.	SHÁNGHAI	Aug. First half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Salcon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN

Yerk Buildings, 1st Floor. Telephone No. 375. Hongkong, 7th July, 1908.

SHIPPING IN PORT.

AMARA, British str., 1,544, C. J. Mattock, 30th June — Hongay 27th June, Coal —

Jardine, Matheson & Co.
Anghin, German str., 1,001, C. Kümpel, 7th
July-Bangkok 26th June, Rice and Wood
-Butterfield & Swire. AUCHENABUEN, British str., Galloway, 26th June - Kuchinots 30th June. Coal-

Dodwell & Co. Saigon 1st July, Divers-Chinese, CAPRI, Italian str., 2,690, D. Pedani, 5th July

CARL DIEDERICHSEN, German str., 744, Kayser, 7th July-Haiphong and Hoihow 6th July, General and Pigs-Jebsen & Co. CHEORGSHING, Brit. str., 1,256, V. McClymont Liddell, 8th July-Tientsin via Ports 1st July, General-Jardine, Matheson & Co. CHIHLY, British str., 1,143, J. Warrack, 28th June—Haiphong via Hoihow 24th June General—Butterfield & Swire.

CHINA, American str., 3,186, D. E. Friele, 2nd July-Sau Francisco 2nd June, Mails and General-Pacific Mail S.S. Co. CHINEIANG, British str., 1,229, F. Robertson, 5th July-Wuhu 28th June, General-

Butterfield & Swire. CHRISTIAN BORS, Norweigian str., 2,788, Einar Hille, 28th June-Moji via Kuchinotz 20th June, Coal-Wallem & Co. COURTFIELD, British str., 4,897, John Wiseman, 25th May-Moji 20th May, Coal-Mitsui

Bussan Kaisha. EARL OF DOUGLAS, British str., 2,761, John Jameson, 1st July - Port Kembla 10th June Coal-Messageries Maritimes. DERWENT, British str., 1,246, J. Jenkins, 22nd June-Saigon 18th June, Rice-Chinese. FAUSANG, British str., 1,410, Malkin, 23th June-Saigon 23rd June, Rice-Jardine, Matheson & Co. FOREST DALE, British str., 2,285, Noall, 6th

July Sonrabaya 17th June, Sugar—

Butterfield & Swire. GILBERT, French str., 778. Douarinou, 7th July-Haiphong and Hoihow 6th July, Coal and Mats-Order. GUADIANA, French str., 1,608, Veyia, 4th July -Saigon 30th June, General-Messageries Maritimes.

HAIMUN, British str., 656, A. J. Robson, 8th July-Foochow July 5th, Amoy 6th and Swatow 7th, General-Douglas, Lapraik HANGSANG, British str., 1,356, S. Wilde, 8th July-Chinking 3rd July, Rice and Beans -Jardine, Matheson & Co.

HELIOPOLIS, British str., 2,976, J. W. Martin 1st July-Chinwangtso 25th June-Gibb Livingston & Co. Hongkong, French str., 842, A. Corneliussen, 7th July-Haiphong July 5th and Hoibow

6th, Rice and General—A. R. Marty.
Hopsang, British str., 1,359, Jas. M. Hay, 5th
July—Japan 28th June, Coal—Jardine, Matheson & Co. HUPEH, British str., 1,204, G. J. Spink, 5th

July -- Haiphong and Hoihow 4th July, Rice-Butterfield & Swire. JAPAN, British str., 3,806, J. G. Olifent, 8th July-Yokohama and Moji 4th July, General-David Sassoon & Co., Ltd. KATHARINE PARK, British str., 3,075, W. H.

Copp. 8th July-Callao via Yokohama and Kobe 12th May, General-Toyo Kisen Kaisha. KINTUCK, British str., 2,995, B. C. Lewis, 30th

June - Foechow 28th June, General -Butterfield & Swire. Kowloon, German str., 1,447, A. Enigk, 5th

July-Vladivostock 26th June, General-Hamburg-Amerika Linie. KWEIYANG, British str., 1,044, Dawson, 2nd July-Newchwang June 25th, and Chefoo 26th. Beans and General-Butterfield &

Kwongsang, British str., 1,426, W. Palmer-Baker, 7th July-Shanghai July 2nd, and Swatow 6th, Genera - Jardine, Matheson MANCHURIA, American str., 8.750, J. W.

Saunders, 6th July-Sin Francisco and Bhanghai 3rd July, Mails and General-Pacific Mail Steamship Co.
MINNESOTA, American Str., 13,321, Charles Austin, 3rd July -S att e June 2nd, and

Baanghai Suth, General-Great Northern Steamship Co. MONTBAGLE, British str., 3,953, W. Davison, 23rd June-Vancouver 28th May, and Shanghai 20th June, General-C.P.R. Co. MORTLAKE, British str., 1,737, F. W. Batten,

24th June-Fremantle 6th June, Sandal. wood-Gilman & Co. NIKKO MARU, Japanese str., 3,434, T. L. Harrison, 7th July-Yokohama & Nagasaki 3rd July, General-Nippon Yusen Kaisha. ONSANG, British str., 1,787, R. Cox, 14th June -Moji 7th June, Coal-Jardine, Mathesen

PETCHABURI, German str., 2,190, C. Wolff, 8th July-Bingkok 1st July, Rice, Meal and Wood-Butterfield & Swire. PHEUMPENH, British str., 1,065, J. H. Scott, 4th July-Saigon, 30th June, General-

Puniture Cormen str 1 003 Fr. v. Mangels dorff, 2nd July Bangkok June 22nd, via Kohsichang 25th, Rice, Teakwood and St -Butterfield & Swire.

PITSANULOK, German str., 1,200, T. Heyenga, 6th July - Bangkok 30th June, Rice-Batterfield & Swire. POCAHONTAS, British str., 1,740, F. G. Cor,

14th June-Salina Cruz 12th May-Order. PROGRESS, German str., 1,641, Strave, 8th July -Samoa 30th June, General - Siemssen

PROTEUS, Norwegian str., 1,024, C. Möller, 5th July-Bangkok 24th June, Rice-Asgaard, Thoresen & Co.

Queen Olga, British str., 2,145, W. McKay, 8th July — Cardiff 20th May, Fuel — Dodwell & Co. QUINTE. German str., 987, F.Frahm, 3rd July

-Wakamatsu 26th June, Coal-Siemssen ROMANY, British str., 2,579, Nasbit, 14th June -Kobe 6th June, Ballast-Asiatic Petroleum Co.

SHACHSING, British str., 1,807, McIntosh, 7th July — Shanghai 2nd July, General— Butterfield & Swire. BOURDON, French str., 99., Le Bail, 5th July- Sheikh, British str., 2,828, F. Wawer, 7th July - Moji 39th June, Coal - Mitsui

Bussen Kaisba. —Singapore 29th June, Cotton—Carlowitz Shinchiku Maru, Japanese str., 3,300, H. & Co. Yamamoto, 4th July—Moji 27th June, Coal—Osaka Shosen Kaisha. SUMATRA, German str., 507, Meinken, 12th June-New Guinea 20th May, and Palas

Island 2nd June, Copra - Melchers & Co. SUNGRIANG, British str., 987, G. H. Pennefather, 27th June-Cebu and Ileilo 23rd June, General-Butterfield & Swire. TAISHUN, Chinese str., 1,216, R. Stevens, 8th -July - Shanghai 3rd July, General-

TITAN, British str., 5,720, R. Day, 7th July-Tacoma via Ports 10th June, Flour, Lumber and General-Butterfield & Swire. Tilliwong, Dutch str., 3,060, N. van Wyk Jurrinanse, 3rd July-Java 27th June

TSINTAU, German str., 1,002, O. Koch, 5th July -Bangkok 27th June, Rice-Butterfield & Swire. VAUSHALL, British str., 2,346, Bradhering, 12th June-New York 14th March, and Labuan

General-Java-China-Japan Lijn.

6th June, Case Oil—Standard Oil Co. WINGSANG, British str., 1,517, D. A. King, 22nd June-Wubu and Chinking 16th Rice and Beans-Jardine Matheson & Co. YUENSANG, British str., 1,128, P. Rolfe, 6th July -Manila 3rd July, General-Jardine,

Matheson & Co. ZAPIRO, British str., 1,619, R. Rodgers, 6th July-Manila 4th July, Hemp and Sugar-Shewan, Tomes & Co.

SAILING VESSELS. JUTERPOLIS, British ship., 2,48), Stewart, 6th June-San Francisco 5th April, Case Oil-Standard Oil Co.

KING GEORGE, British ship, 2,057, Tucker, 2nd July-New York 12th March, Case Oil-Standard Oil Co.

## NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Lin are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CATCUTTA for CAPE PORTS every fortnight For Freight and further particulars,

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## Gutler, Palmer & Go.'s



Gutler, Palmer & 60., London

HONGKONG.

Hougkong, 3rd July, 1908.

Bank Bills, on demand..........441

Credita, at 60 days sight......457

Telegraphic Transfer ......1361

Telegraphic Transfer ......1263

Bank, at sight ...... 748

Private, 30 days' sight ...... 751

ON HAIPHONG.—On demand .......91 p.o. pm.

On SAIGON .-- On demand ...... 92 p.c. pm.

SUBSIDIARY COINS.

OPIUM.

Malwa New ... ... \$920 per picul.

Patna New ... 1065 per chest.

STEAMERS PASSED THE CANAL.

Malwa Older ... ... \$970/83

Malwa V. Olá ... \$1010/30

Persian fine quality ... ... \$800

Persian extra fine ... \$880

Banares Old...

pold, Sithonia, Shimosa, Yangteze.

July 7th—Hitachi Mark.

ARRIVAL AT HOME.

July 9th.

ON YOKORAMA.—On demand......89

On Manila.—On demand—Pesos—891

ON SINGAPORE, On demand ...... 781

OR BATAVIA On demand ....... 109

On BANGKOK.—On demand ........831

BOYERNIGNS, Bank's Buying Rate...\$10.85

GOLD LEAF, 100 line, per tael ...... \$56.40

ON NEW YORK .-

ON BOMBAY.-

ON CALCUTTA.

ON SHANGHAL-

Hongkong 20

Beautes New

Quotations are:-

POST OFFI	CE NOTICE		JOINT STOOK SE	ARBS.
FOR	PER	DATE	Hongko	ng, July 9.h
Halphong	Hongkong	Friday, 10th, 9.00 A.M. Friday, 10th, 11.00 A.M.	COMPANY. PAID UP.	Cuotations.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne,	Nikko Maru	Friday, 10th, 11.00 1.	Banks-	Nominal.
Adelaide, Perll, Hobart, Launceston, New Szenland and Fremantle	Capri	Friday: 17th, 1.00 P.M.		750, sales London £79:
Singapore, Penang and Bombay Swatow, Amoy and Foochow	Haimun Sui Tai	Friday, 10th, 1.00 P.M.		51, buyers
Macko	Yusasang	Friday, 10th, 3.00 P.M. Friday, 1 th, 3.00 P.s.	A CONTRACTOR OF THE PARTY OF TH	\$71, sellers \$101, sellers
Amor Chefoo and Newshwang	Heliopolis Kweivana	Friday, 10th, 3.00 P.M.	Oziation programme and the second	\$6‡, sel'ers
Kobe and Yokohama Bingapore and Bangkok	Sanuki Maru Tsintau	Friday. 1 th, 5.00 P.M.	China Provident \$10	\$92, buyers
Taingtau, Nagasaki and Vladivostock	Kowloon	Saturday, 11th, 9,00 A.M. Saturday, 11th,		Tis. 57.
		Printed Matter and Sam- ples 9.00 A.E.	Hongkong The 75	511. Tis. 66.
AMOY, SHARGHAI, NAGASARI, KOBE, YOKC-		Registration 9.00 A.A. Registration; with is te.	Laou Kung Mow Tls. 100	Tls. 85. Tls. 2421
HAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the	China	fee of 10 cents, up to 9 45 A.M.)	Dairy Farm	\$193, buyers
time fixed for departure of the mail  Extra Postage 10 cents)		Registration, Kowloom,	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$50, sellers \$102, buyers
		No late ses.	New Amoy Dock \$61	\$9}, sellers Tls. 82.
Nagasaki and Kobe	Sexta	Lettor 10.00 A.M. Saturday, 11th, 10.00 A.M.	Shai & H. Wharf Tls. 100	Tls. 2224.
Tientein	Cheongshing	Saturday, 11th, 10.00 A.M.	Fenwick & Co., Geo \$25	\$12, sellers
Bhanghai	Kwongsang	Saturday, 11th, 10.00 A.M.	Green Island Coment. \$10	\$104, males
Bhanghai, Nagasaki, Kole, Yokkaichi, Shimidau, Yokolama and Scattle	Minnesota	Saturday, -11th, 10.00	Hongkong & C. Gas 210	\$185.
AMOY, REELUNG, CHANGEAL, NAGASARI, ) LUBB, LUBBAMA VICTORIA AND VAN-	Monteagle	Baturday, 11th, 10.00 A.M.	Hongkong Electric \$10 Hongkong Hotel Co \$50	116, buyers 190, sellers
THEORE &c. India via Tuticorin		Baturday, 1 th,	Hongkong Ice Co = \$25 H.K. Milling Co., Ld.	1225, buyers
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)		Printed Matter and cam- pies 10.00 A.M.	Hongkong Rope Co \$10	Nominal. \$25, buyers
(Appplementary mail on board up to the		Registration 10.00 A.M. (Registration, with late	Tueurances-	\$230, sellers
time fixed for departure of the mail Extra Postage 10 cents.)	Maita	A THE SECOND NAME OF STREET	China Fire \$20	192, buyers
Letters posted in all the Pillar Boxes in time for the first clearance will be		Registration, Kowloon	Hongkong Fire., 350	\$86, buyers \$815, sales
The Parcel mail will be closed to day,		B.O 10.00 A.M. No late fee.	Union \$100	Tls. 78, sellers \$790, sellers
Mecao	Sui Tai	Letters 11.00 a.M. Saturday, 11th, 1.15 P.M.	le la la collinara	\$1521. sales
Shangha!	Shaohsing	Saturday, IIII, S.W.P.M.	Hongkong Land Inv. \$100	\$98, sellers \$10.
Newcastle N.S.W. Santow, Amoy and Tamsui	Joshin Maru	Saturday, 11th, 5.00 P.M.	Kowloon Land & B. 180	\$26, buyere Tis, 124.
Batavia, Cheribon, Samarang, Soerabaya and	. Guadiana		The state of the s	\$48, sellers
Java	Forest Dale	Tuesday. 14th, 11.00 A.M.	Mining— Charbonnages Fcs. 250	\$580, buyers
Manila Chefoo and Tientein	Lean	Trianday, 14th, 5.00 P.M	Raubs 18/10	\$7, sellers
Shanghai	Hangsang	- 1	Pear Tramways { \$10	\$2, sellers
		Printed Matter od Sam- ples 10.00 A.M	Philippine Co \$10	\$8, sellers
Euro, ao., India via Tuticobin		Registration 10 00 A.	China Sugar \$100	\$130, sellers ** \$22, sellers
Postage 10 cents)	Goeben	(Registration, was late	Steamship Companies	
(Letters posted in all the Pillar Boxes in time for the first clearance will be		10.45 A.M.) Hegistration, Kowloon	China and Manila \$25	\$38.
included in this contract mail.)		B.O10.00 A.M. No inte fee.	H., Canton & M \$15	\$29, males ( \$39, sel'ers
		Letters 11.00 A.M	Indo-China S.N. Co. 25	121. sellers
Shanghai, Yokohama, Kobe and Moji	, oungerung		Shell Transport Co. 21 Star Ferry \$10	1 - 3 - 4 - 1
Manila, Friedrich Wilhelmshafen, Empson-		71 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	Do., New\$5	\$15, sellers
Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide,	> Little is concurrent	Thursday, 16th, 4.00 P.M.	Steam Laundry Co \$5	\$6, sellers
Perth and Fremantle		Friday, 17th, 3.00 P.M		<b>3</b> 13.
Manila		Saturday, 18th, 10.00 A.M	Watkins \$10	\$3.
Singapore, Penang and Calcutta			Wateon & Co., A. S. \$10 Weissmann, Ld \$100	<b>-</b>
	<b>*</b>		United Asbestos \$1	
			Do. Founders \$10 Union Waterboat Co. \$10	
			VER	ON & SMYTH
. WE WANT YOUR	ATAINT TO	Y DED TENCE		
. WE WANT TOUR	OAAIA TA	VI TATABLAN OT	and the second of the second	•
TO CONV	INCE Y	OU.	EXCHANG CLOSING QUOT.	E ATIONS.
				July 9th
	<u> </u>	A co	On London. Transfer	1,94
SUN PILS	DATED	DEFE	Bank Bills, on demand Bank Bills, at 30 days' si	ght 197
SUN LILB	DIA TATA		Bank Bills, at 4 months' sig	sight1/10 ht1 101
	entre		Documentary Bills 4 mon	the sightl,101
${f TR}$	Y IT		Bank Bills, on demand	228- ht 2324
			On GERMANY.—	
			on demand	1851

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Hongkong, 19th June, 1908.



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Lowest open air Tampevature on 8th ......81

GEBRUEDER ROESE, (Roese Brothers) Swatow. General Agents for the East,

	and the second of the second o	
TO-MORROW.  Hongkong Gymkhana Mesting, Happy Val-	HONGKONG TIDE TABLE	
ley, 4 P.M.	From July 10th to 18th, 1908.	
HONGKONG METEOROLOGICAL REGISTER	HIGH WATER LOW ?	WATER.
Hongkong Observatory, July 9th	Hongkong Height Hongkong Mean Time	Height.
Previous Day On Date at On Date ship.m. 10 a.m. at 4 p.m.	h, m, ft. in. h, m.	ří, in.
Barometer 29.88 29.93 29.83 Temperature 88 86 86	Fri. 10 m 41 5 5 1 17 6 8 4 0 11 56 1 2 6	2 9
Humidity 61 71 65 Wind Direction S W WSW	Sun. 12 m 7 12 7 2 m 0 41 9 14 n 4 1 2 58	8 e 7
Weather c b	Kon. 13° m 8 2 7 7 m 1 25 10 9 a 4 2 B 37 Tues. 14 m 8 18 8 0 m 2 15	1 0 1 2 9
Highest open air Temperature on 8th89	Wed. 15 m 944 8 2 m 3 5	3 9 2

## VESSELS EXPECTED.

THE INDIAN MAIL The Apear str. Lightning from Calcutta left Singapore on the afternoon of the 6th inst. and may be expected here to morrow. The Indo-China str. Kulsang left Calcutta for this port via the Straits on 1st inst., and may be expected here on or about 17th inst. THE GERMAN MAIL

The I.G.M. str. Scharnhorst carrying the German Mails with dates from Berlin of the 16th ult.; left Colombo on the 4th inst. a.m. and may be expected here on or about 14th inst. The I.G.M. str. Goeden left Kobe via Nagasaki and Shanghai on the 5th inst. p.m. and may be expected here on or about the 14th inst. The I.G.M. str. Prins Sigismund left Sydney on the 30th ult. at 10 a.m., and may be expected here on or about the 22nd inst.

THE AMERICAN MAIL. The T.K.K. str. Nippon Maru will sail from Yokohama on the 5th inst., and will be due to arrive in Hongkong on 15th inst.

THE CANADIAN MAIL, The C.P.R. etr. Empress of China left Vanconver on the 6th inst. p.m. for Hongkong vis

the usual ports of call. MERCHANT STEAMERS. The Ben Line str. Bentary from Leith, Middlebro' and London, left Singapore on the 4th inst. for this port.

The N.Y.K. str. Shinane Maru (American Line) left Kobe for this port via Moji and Shanghai on the 3rd inst., and is expected here on the 12th inst. The N.Y.K. sir. Totomi Maru (Bombay Line) left Moji for this port on the 7th inst., and is pp. 1,800, \$6.00.

expected here on the 18th inst. The Russian str. Curonia left Singapore on the 8th inst. a.m., and may be expected here on or about the 13th inst. The E. & A str. Eastern left Sydney on the 4th inst. for Queensland Ports, Timor, Manila

and this port. The C.P.B. str. Glenfarg left Vancouver p.m. on the 2nd inst. for Hongkong via the usual ports of call.

#### VISITORS AT HOTELS.

_[_		
T	Hongkong	Hotel
	Mr. P. R. Adams	Mr. N. S. Hamilton
	M. C. F. Rarnes	Holmes
4	Mr. H. G. Battiscombe	Mr. A. B. Hughes
1	Mr. R. Benson	Capt. R. Innes
1	Mr. S. Bisney	Mr. & Mrs. E. S. Joseph
	Miss Risney	Mr. S. I. Joseph
·	Dr. G. D. E. Black	Mrs Klebs
;- <b>-</b>	Mr. A. B. Blunn	Mr. L. D. Lewis
į	M. F. Bonnet	Mr. A. C. little
	M. T. Brayfield	Mr. R. Luttringhans
	. M. G. Brocky	Miss K. A. Massey
	i M. A. D. Build	Mr. G. C. McIntosh
	I M. W C. Budner	Dr. G. W. McKean Mrs. C. W. Mead and
·	Mr. & Mrs. A.C. Carson	
<del></del>	Mies Carson	child
	Mr. A. Carter	Mr. J. H. N. Mody Mr. N. D. Mudie
٠.	Mr. E. C. Charrington	Mr. N. D. Mude - Mr. H. N. Munger
. '	Mr. & Mrs. Chewings	Mr. J. Nablock
٠,٠	Mr. G. P. Chewings	Mr. E. Niedhardt
<u>.</u>	Mr. & Mrs. Cohon	Mr. W. McInnes Nich
	Mr. H. E. Colvin	Mr. & Mrs.C.C. Oaboine
	Mr. H. L. Condon	Mr. B. L. Packer
:	Mr. W. J. Conroy Mrs. W. HCopp	Mr. A. W. J. Peake
, į		Dr. W. W. Pearso
:	Miss Copp Mr. J. B. Corbly	Miss Peckrell
:	Captain and Mrs. M.	Dr. and Mrs. de
٠.	Courtney & child	Perindorge .
:	Mr. A. H Crook	Mr. 1. L. Perkins
-	Mr. A. Cross	Mr. E. H. Ray
,-	Mr. E. W. Day	Mr. P. Ritura
	Mr. F Egrom	Mr. L. A. Roland
	Miss Exkle	Mr. & Mrs Rosenthal
	Mr. & Mrs. F. Figueira	Mr. Costa Santos
	& maid & 2 children	Mr. C. E. Shields
	Mr. Denman Fuller	Mr. J. Spittles .
	Mr. S. J. Fuller	Mr. W. T. Stebbing
· v ·	Misses E. L. and R.	Rev. A. J. Stevens
	1 0.11.2.	Wa II D Thomas —

Mrs. A. Galland Mr. G. W. Tullidge Mr. C. Wallach Mr. F.J. Gilbert Mr. W. Egerton War Capt T. A. Hall Colonel & Mrs., Hall Mr. E. Wellmann Mr. r . Hend Mr. and Mrs. R Mr. R. Berding Winston Nr Harthelsen Japt Wiseman Mr. J. D. Woods Mr. G. V. Hayes Mrs. C. E. Hearth & con Mr. H. C. Bill Pr. J. D. Bodgen Mr. K. G. Yule

Gallair ---

Mrs. Selland

Yr. H. P. Thomas

Mr. J. F. Tracey

Miss Hedgen KING EDWARD HOTEL. Mr. T. D. Mckay Mrs. M. C. Aldrich Mr. & Mrs. O. Bates Mr. & Mrs. Neal Mr. D. M. Nicholson Mr. H. L. Beach Mr A L. Oliver Mrs. N. Bodkin Mrs. W. C. Passmore Dr. and Mrs. P. T. Brig. Gen Pi ilip Reade Carrington & family. Mr. E. Pond Mr. B. Cherry Miss M. E. Coleman Mrs. Ritchter & child Miss Hope Rotertson

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#### PASSENGERS. ABRIVED.

Per Marmora, for Hongkong, from London Mr W. Nish; from Gibraltar, Capt. and Mrs. F. Figueire, 2 children & muid; from Brindisi, Rev. H. Munger; from Bombay, Messrs. W. S., Holmes, J. Chinoy and J. Meherally; from Isolomod, far in Cherry, from Persons M. D. Wellmann from Singapore, M. and Mrs J. dos Santes and child, Major J. D. Garcia, Rev. A. Cardose, Messra S. Paul, A. M. Tanoso, A. A. Cardose, J. W. Graham F. Vabblook and K. June 17th-Glenroy, Persia, Sikh. 20th-G. Yule; for Shanghai, from Marseilles Mr and Mrs Edmonston; from Brindisi, Mr C. Indien, Flintshire, Syria Yarra, Cyclops. 24th -Scharnhorst, Beneleuch Japan, Erroll, Ping Maeden : from Bombay, Mr B. Lalcace; from Suey, Silvia, Var delia. 27th-Kasenga, Colombo, Mr A. Haviland; for Yokohama, from Marseiller, Mr and Mrs C. Watney, Miss E. Alconous, Armand Behie, Bombay Maru, Bulow, Deucation, Awa Maru, Lyrus, July 1st-Redwood, Messre, D. Jackson and J. Jeffery. Benegambia. Blavonia, Lacrtes. 2nd-Orestes Per Sanuki Maru, from London, &c., Mrs K. (delayed through mutilation). 4th-Ceylon, Mody, Master F. Mody, Master C. Mody, Jeseric, Ernest Simons, Nyanzo, Pak Ling. 8th—Bengloe, Indrawadi, Satsuma, P. B. Luit-Messrs. Alex. Davidson, J. H. B. Smith C. H. Coulsen, W. Bailey, F. Bailey, R. Booth and S. Ahmi: for Shanghai via Hongkong, Mrs B Nisbigarl; for Yokohama, Messrs, T. Takeo and G. Yaungisawa.

DIRECTORY AND CHRÖNICLE

CHINA, JAPAN, COREA, INDO-CHIN. SIAM, STRAITS SETTLEMENTS. MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c., ...

WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY

AND THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST FOR

1908. THE FORTI-SIXTH ANNUAL ISSUE

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JAPAN AND FORMOSA Osaka Tokyo Tainanfu Moji : Yokohama Takow Nagasaki Hyogo Hakodate Anping Kobe Tamsui Shimonoseki ELSTERN BIEFEIA

Nicojewsk Vladivostock CORMA Mokpo WORESTE Beoul' Chinnampo Chemulpo Fusan Pingyang Kunsan Masampo. HONGKONG AND ITS DEPENDENCIES MACAO

French Indo-Jhina: Tourane Annam Hanoi Saigon Cambodge Tonkin Provinces Quinhon PHILIPPINES Iloilo Manila British N. Bornet Labuan

Barawak BANGKOK STRAITS SETTLEMENTS Singapore, Penang, Malacca, Prov. Wellesley MALAY STATES Suzgei Ujong Selangor Johore Perak Pahang

NETHERLANDS INDIA Padang Samarang Batavia Sourabala -Macassar Buitenzorg East Coast of Sumatra NAVAL SQUADBONS

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the Surnames in strictly Alphabetical Order. so that any name can be found instantly.

The PROTESTANT MISSIONARIES, IN CHINA, JAPAN AND COREA are arranged in a special separate list.

THE MAPS AND PLANS have been engraved by one of the most eminent Firms in Great Britain and are corrected and bought up to date. They consist this year of fourteen of the following :-COLORED PLATE OF FLAGSOF FOREIGN HONGS

MAP OF THE FAR EAST PLAN OF YOKOHAMA PLAN OF KOBE AND HYOGO

PLAN OF FUREIGN SETTLEMENTS, TIENTSIN PLAN OF TSINGTAU (KIAOCHAU) PLAN OF FOREIGN CONCESSION, SHANGHAI PLAN OF HONGKEW (SHANGHAI) with Inset Showing the Extended Settlement LARGE-PLAN OF THE CITY OF VICTORIA

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